Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1910.

(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 22ND FEBRUARY 1911.

00133578

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.

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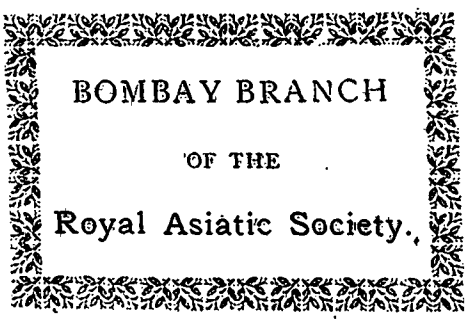

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Bombay:
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1911.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

The Rt. Hon'ble LORD READY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

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" BEGBIE (J. A.) & CO.
" BELL, RUSS & CO.
" BENNETT, COLEMAN & CO.
" BLASCHECK (A.) & CO.
" BREUL & CO.
" BUME & REIF.
" CHUGONDAS & CO.
" COOK (THOMAS) & SON.
" CORY BROS. & CO., LD.
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" WALLACE & CO.
" WORMAN & CO.
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THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
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THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.
A JAKOWITZER, ESQ.

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THE HON'BLE MR. W. L. GRAHAM, *Dy. Chairman.*
W. DENSO, ESQ.
J. GREIG, ESQ.
J. N. METAXA, ESQ.
W. H. OGSTON, ESQ.
F. T. RICKARDS, ESQ.
W. M. ROSS, ESQ.
L. VOLKART, ESQ.

RETIRING COMMITTEE.

THE HON'BLE MR. R. G. MONTEATH, *Chairman.*
THE HON'BLE MR. W. L. GRAHAM, *Deputy Chairman.*
J. BLACK, ESQ.
J. J. DAMALA, ESQ.
*THE HON'BLE E. J. HAWKE.
D. M. INGLIS, ESQ.
W. H. OGSTON, ESQ.
MAJOR A. D. G. SHELLEY, R. E.
E. YEO, ESQ.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.
R. E. GREGOR-PEARSE, ESQ., ASST. SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor-General of India.

THE HON'BLE MR. C. H. ARMSTRONG.

Legislative Council of H. E. the Governor of Bombay.

THE HON'BLE MR. W. L. GRAHAM.

Bombay Port Trust Board.

THE HON'BLE MR. C. H ARMSTRONG.
THE HON'BLE MR. HERBERT R. GREAVES.
THE HON'BLE SIR H. E. E. PROCTER, KT.
W. C. SYMES, ESQ.
D. CARMICHAEL, ESQ.

Bombay Improvement Trust.

A. M. TOD, ESQ.

Bombay Municipal Corporation.

J. S. WARDLAW MILNE, ESQ.
A. M. TOD, ESQ.

* The Hon'ble Mr. H. R. Greaves who was elected a member of the Committee for 1910, resigned on proceeding to Europe, and was succeeded by the Hon'ble E. J. Hawke.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	J. Foggo	1867-68
M. T. Brownrigg	1837-38	Hamilton Maxwell	1868-69
H. G. Gordon	1838-39	H. E. Astley D. Graham	1869-70
J. Skinner	1839-40	A. D. Grant	1870-71
T. R. Richmond	1840-41	W. G. Hall	1871-72
C. B. Skinner	1841-42	J. K. Bythell	1872-73
S. D. Murray	1842-43	H. E. Bright E. Lord	1873-74
J. Wright E. Lyon	1843-44	D. Watson	1874-75
T. Cardwell	1844-45	J. A. Forbes	1875-76
J. Smith	1845-46	G. F. Henry Donald Graham	1876-77
W. Graham	1846-47	Walter Lang	1877-78
John Parsons	1847-48	M. Mowat	1878-79
A. G. Latham	1848-49	C. Macdonald	1879-80
Robert Strong	1849-50	J. N. Graham	1880-81
W. S. Grey	1850-51	E. Comber W. M. Macaulay	1881-82
John Parsons	1851-52	James Thorburn	1882-83
A. H. Campbell	1852-53	Sir F. Forbes Adam, Kt., C. I. E., 1883-84, 1884-85, 1886, 1887, 1888, 1889	
H. B. Gilmour	1853-54	A. F. Beaufort	1890°
James Graham	1854-55	L.R.W. Forrest, 1890°, 1891, 1892°	
W. F. Hunter	1855-56	J. L. Symons	1892°
A. T. Binny H. B. Gilmour	1856-57	R. S. Campbell	1893°
John Fleming	1857-58	W.R. Macdonell, 1893°, 1894, 1895	
Robert Ryrie	1858-59	A. F. Beaufort	1896
H. D. Cartwright Henry Scott	1859-60	A. Abercrombie	1897
Andrew Grant George Hamilton George Lord	1860-61	R. H. Macaulay	1898
James N. Fleming Michael H. Scott	1861-62	A. Abercrombie	1899
Robert Hannay Alexander Brown	1862-63	William Greaves, 1900, 1901, 1902°	
Andrew Grant	1863-64	J. M. Dick	1902°, 1903
A. C. Gumpert Alexander Stewart	1864-65	C. H. Armstrong	1904, 1905
A. J. Hunter	1865-66	Sir H. E. E. Procter, Kt.	1906
W. Christian A. J. Hunter Alexander Brown	1866-67	C. H. Armstrong	1907
		Sir H. E. E. Procter, Kt.	1908
		C. H. Armstrong	1909
		R. G. Monteath	1910
		C. H. Armstrong	1911

(° Part year.)

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Noël-Paton	1898-1905
J. A. Crowe (Acting)	1858-59		

J. B. LESLIE-ROGERS, appointed 1905.

Bombay Chamber of Commerce.

Annual General Meeting.

The annual meeting of the members of the Bombay Chamber of Commerce was held at the offices of the Chamber, Graham's Buildings, on Wednesday, 22nd February 1911, at 3 p.m., to transact the following business :—

(1) To receive the report of the outgoing Committee for the year 1910.

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 11 of Rule VII.

(3) To appoint Auditors of the Chamber's Accounts for the year 1911.

(4) To appoint two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

The Hon'ble Mr. R. G. Monteath, Chairman of the Chamber, presided.

There were also present, the Hon'ble Mr. W. L. Graham, Deputy Chairman, the Hon'ble E. J. Hawke, Messrs. J. Black, D. M. Inglis, W. H. Ogston, Major A. D. G. Shelley, R. E., and Mr. E. Yeo, Members of the Committee; Mr. E. L. Sale, B.A., I.C.S., Collector of Bombay : Mr. M. M. S. Gubbay, B.A., I.C.S., Collector of Customs ; Mr. C. R. Watkins, Assistant Collector of Customs ; Mr. F. L. Sprott, Chairman, and Mr. G. H. Lillie, Deputy Chairman, Bombay Port Trust ; Mr. A. Somerville, of Messrs. Allen Brothers and Co., Ld. ; Mr. H. Blascheck and Mr. L. Seyboth, of Messrs. A. Blascheck and Co. ; Mr E. Hopkins, of Messrs. Dutton Massey Co. ; Mr. W. M. Ross and Mr. F. H. Pearce, of Messrs. Ewart Latham & Co. ; Mr. H. Blair, of Messrs. James Finlay and Co., Ld. ; Mr. L. Mellwrick and Mr. M. N. Hogg, of Messrs.

Forbes, Forbes, Campbell and Co., Ld.; Mr. O. Meyer, of Messrs. Gaddum & Co.; the Hon'ble Mr. N. S. Glazebrook and Mr. E. P. Comber, of Messrs. Glazebrook & Co.; the Hon'ble Sir H. E. E. Proctor, Kt., and Mr. T. W. Birkett, of Messrs. Killick, Nixon and Co.; Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.; Mr. J. Gutmann, of Messrs. Gutmann and Co.; Mr. H. Holmes, of Messrs. Gysi and Kleinjung, Ld.; Mr. W. D. Hall, of Messrs. Latham Abercrombie & Co.; Mr. C. H. Armstrong and Mr. G. H. Bowman, of Messrs. Lyon, Lord and Co., Ld.; Mr. D. Carmichael, of Messrs. Mackinnon, Mackenzie & Co.; Mr. Purshotumdas Thackerdas, of Messrs. Narandas Rajaram & Co.; Mr. A. O. Bacurle, of Messrs. M. Ostermayer & Co.; Mr. W. S. Millard, of Messrs. Phipson & Co.; Mr. C. H. Roberts, of Messrs. Prier de Saone & Co.; Mr. J. N. Metaxa, of Messrs. Ralli Brothers; Mr Ruttonsey Mulji, of Messrs. Ruttonsey Denso & Co.; Mr. A. G. Dovey, of Messrs. David Sassoon & Co., Ld.; Mr. D. Macgregor Macleod, of Messrs. Schill, Seebohm & Co., Ld.; Mr. E. Comber, of Messrs. Shaw Wallace & Co.; Mr. A. Strandes, of Messrs. A. Strandes & Co.; Mr. J. S. Wardlaw Milne, of Messrs. Turner Morrison & Co.; Mr. L. Volkart, of Messrs. Volkart Bros.; Mr. R. W. Harter, of Messrs. Wallace & Co.; Mr. J. Van Rykon, of the Holland-Bombay Trading Co., Ld.; Mr. D. Morris, of the New Mofussil Co., Ld.; Mr. W. Denso, of the Austrian Lloyds S. N. Co.; Mr. W. C. Symes, Superintendent, P. & O. S. N. Co.; Mr. G. DeGrossi, of the Rubattino S. N. Co.; Mr. James Begbie, of the Bank of Bombay; Mr. J. Greig, of the Chartered Bank of India, Australia and China; Mr. J. N. Murdoch, of the Mercantile Bank of India, Ld.; Mr. F. W. Hanson, General Traffic Manager, of the B. B. and C. I. Railway; Mr. H. F. Wagstaff, of the South British Insurance Co., Ld.; Mr. J. B. Leslie-Rogers, Secretary; and Mr. R. E. Gregor-Pearse, Assistant Secretary of the Chamber.

THE CHAIRMAN'S SPEECH.

The notice convening the meeting having been read, **The Hon'ble Mr. R. G. Monteath,** in opening the proceedings, said :—

Gentlemen,—I rise to propose the adoption of the report for the year, and as it has been customary on this occasion for your Chairman to add some remarks, I will follow the procedure in referring to some of the events during the past year. The period under

review has not been characterized by any disturbing commercial developments or any controversial questions, though I think a considerable amount of quiet work can be claimed for the Chamber, of which the report, I trust you will admit, bears evidence.

Your Committee had hoped that we might have had His Excellency the Governor with us to-day, but I am sorry to say His Excellency was unable to accept the invitation through press of other engagements. I am sure, however, I shall be expressing the hope of all when I say, we trust, we may have such an honour at no distant date. I was looking forward to his presence to acknowledge through him in public the great honour conferred by the King-Emperor on the commercial community of this Presidency in the befitting selection of our worthy ex-Chairman, and old friend and member, Sir Henry Procter, for the Knighthood conferred at the New Year. I am sure as a Chamber we heartily congratulate Sir Henry.

In public matters your Committee this year had the sad duty of communicating the Chamber's expression of sorrow in the National loss, on the demise of His Majesty the late King-Emperor—a blow which commercial Britain might well feel profoundly in the knowledge of our late Emperor-King Edward as the Peacemaker. We may, however, congratulate ourselves on the succession to the throne with its promise of peace and prosperity. In India, we shall look forward, before my successor presents his report, not only to the consummation of a Coronation at Home, but to its declaration, for the first time in the history of British India, in the person of His Royal Highness King George at the Delhi Coronation Durbar.

Next, in public matters, we have to record the change in the Viceroyalty, the Chamber having had the honour of presenting their farewell and welcoming addresses to their Excellencies Lord Minto and Lord Hardinge. I am sure we wish the retiring Viceroy all happiness in his return home, and we look forward to progress and development in India under Lord Hardinge.

A Flourishing Year.

Coming now to commerce and industry, whilst it has been a remarkably quiet year in the internal work of the Chamber, it has been in most respects a flourishing year for India in the richness of

its harvests after the last two beneficial monsoons. Exports have consequently been on a large scale, and in this Bombay has played its full part. Unfortunately, however, on the other hand, owing to outside influences, the local mill industry has had an unfortunate experience with, I am afraid to say, little immediate prospect of improvement. Apart from this set-back, the mercantile thrift is evinced in the wonderful developments that are taking place in the improved offices and dwellings which are being put up in the city. This is no doubt being encouraged by the great improvement schemes which have been evolved of recent years and now, in the keen interest which His Excellency Sir George Clarke has evinced in these matters, it is hoped that his schemes for reclamations and further developments may have support, and that the Government of India will lend their aid in some substantial way to develop the western capital of the Indian Empire, as is being projected in Calcutta.

As to our membership, we have to report four new elections during the year against one retiral, so that I am pleased to say we are three stronger than last year. Then, as regards our finances, we carry forward a balance of Rs 1,12,109-14-5, an increase of Rs 10,733-0-3 during the 12 months, which, I hope, you will consider satisfactory. The receipts under the head of the Licensed Measurers Department have helped towards this, and I am glad to say the department is being successfully worked with good results. Your Committee have thought it desirable that the staff should be regraded with a higher scale of maxima salaries. This will improve the prospects of the staff, and with the increased emoluments granted, it is trusted will tend towards renewed zeal on their part to further developments and success of the Department.

The New Docks.

Under the head of projected developments, I am sure we all iregret the serious delay in the anticipated completion of the new Alexandra Docks, which were to have been finished ere this. The gravity of the situation was evinced during the last busy season, when the question of congestion at the existing docks was brought before your Committee. Their representations and proposals to the Port Trust could but allay matters to a very small degree, whilst emphasising the disabilities owing to the want of increased facilities. It

must be hoped that the contractors for the new dock works will not further fail in their undertakings under the extended time that has been allowed. My predecessors have at length expatiated on the needs and urgency for the developments now being accomplished at the docks, and in urging the necessity for the speedy completion of the works, I would like to add that I think we should look still further forward. With this object, I think the Chamber should press the question of improving and utilizing the old docks for the further requirements, rather than entertain relinquishing them to coal or mineral purposes, of which there has been some talk.

Nagda-Muttra Railway.

Of projected developments in Government Railways, we have nothing to record. The Chairman last year referred to the opening of the Nadga-Muttra line as an event of the year, and though there were rumours of rates being buoyed up to old scales with surcharges, we can claim the advantage of the shorter lead with its maxima charges. I think, however, the matter still calls for the attention of the Chamber, for Bombay can well claim consideration for lower rates which can be applied without touching the minima permissible under Government rules. It is to be regretted that, notwithstanding the backing of the Government of Bombay, nothing has been achieved as to the Chamber's representations for the extension of the line from Muttra to Aligarh. The question was brought up by me in the Supreme Legislative Council, and I think the answer given by the Honourable Member representing the Railway Board will not satisfy the feelings of the Bombay community. The proposed connection between Biana and Agra will not be of equal utility to the one proposed between Muttra and Aligarh. The latter which has been strongly advocated by the Chamber will entirely do away with existing disabilities, of what we laymen know as the "Railway Block system," which will continue to exist under the Biana-Agra link. The Chamber may, therefore, well further press their claims.

Gold Standard Reserve.

Another question to be kept before the Chamber will be that of the policy in respect of the gold standard reserve which has been so fully exhausted at previous meetings, and which has been a matter of interest to the Chamber for some time past. On this subject, I also raised a question in Council and as the Finance Minister's

reply elicited no change in the intentions of Government, it will be a subject which should be kept persistently to the front.

We were pleased to welcome the Hon'ble Mr. Robertson on his visit to the Chamber, when acting as member for the Department of Commerce and Industry after the sad demise of the Hon'ble Mr. Harvey, whose loss the Committee feelingly recorded by resolution. To take the latter's place, the Hon'ble Mr. Clarke has come out from home, and though we have only had the opportunity of a passing introduction, I am sure we may look forward to his help and sympathy in our dealings with Government. The commercial community may, I think, congratulate themselves on Mr. Robertson's continued association with the Department as Secretary, knowing as we do his keen interest and thorough knowledge of the work.

In minor matters, I am pleased to say that the results of the Chamber's representations have been successful in obtaining an increase in the Judicial staff, as a temporary measure, to obviate delays in the Mofussil Courts, also in a concession in the hours for posting registered letters at the Bombay G. P. O., and in consideration being given to the question of the effigy to be placed on the new Indian coins and stamps.

Of matters outstanding, I may mention the question of Bombay's representation at the Congress of Chambers of Commerce, which we have referred to the London Chamber of Commerce. Together with other Indian Chambers, we shall have to claim our rights of adequate representation. Then there are the many details of the new Dock arrangements, as to which we have this year had the important one of transit sheds under consideration.

A Quiet Year.

My report, Gentlemen, is short; for as I commenced by saying it has been a quiet year for the Chamber. Nevertheless, I cannot conclude without my appreciative thanks to all those who have so ably helped me in the work of the Chamber during the year. Without having even acted as Deputy, you asked me to be your Chairman; and I remember it was with feelings and expressions of diffidence I took up the duties. In the help I have received therefore I feel it is, not as a form, but with genuine gratitude that I

tender my thanks to the Deputy Chairman, the Hon'ble Mr. Graham, and also to all the members of the Committee, who have so whole-heartedly supported and helped me. I would also mention the less heard of members of the Sub-Committee for their help as well as the Secretary, the Deputy Secretary and the staff of the Chamber who have one and all given their usual attention to their work.

I heartily wish the incoming Committee every success during the year ahead, and in doing so feel proud in handing over the reins again to Mr. Armstrong. I succeeded him, and have served with him on several Committees so have a right to speak with knowledge of his past activities, though his interest and unremitting zeal in the work which he has as Chairman so often controlled calls for no further assurance from me. After my year's experience, in my endeavours to fill the position, to which by election you so honoured me, I can only say that Mr. Armstrong fully shows his public-spirited and unselfish character in assuming now for the fifth time the Chairmanship of the Chamber, and I wish him all success therein. In handing over the reins to him I do so with regret in the knowledge that I take leave of the Bombay Chamber's work in consequence of my transfer to Calcutta; but I shall always retain happy recollections of the year of my tenure of office as your Chairman.

With these remarks, Gentlemen, I submit the report as printed and propose its adoption.

The Hon'ble Mr. Graham said :—Gentlemen,—I rise to second the adoption of the Annual Report which our Chairman has placed before you this afternoon.

In doing so, I take this opportunity of thanking him on behalf of the Committee and members of the Chamber for the time and trouble he has devoted to the transaction of the Chamber's affairs and for the able manner in which he has conducted them during the past twelve months.

We learn with regret that he is leaving Bombay for Calcutta, but we can console ourselves with the thought that what is Bombay's loss is Calcutta's gain; and we will look forward to the time, which, we hope, may not be far distant, when he may have the honour of occupying a similar position in the Bengal Chamber which will enable

him, with his knowledge of Bombay, to strengthen the ties that exist between the two great Chambers in the East and West of India.

The Chairman, in his address, has referred to the great loss which the British Empire sustained during the past year by the death of our late King-Emperor, a loss that was felt throughout the length and breadth of the Empire, but nowhere more keenly than here in India.

He also referred to the accession and to the projected visit to India by our present Sovereign.

It is a matter of special gratification to all of us in India to learn that His Majesty has so graciously decided to come out to India himself in person and to hold his Coronation Durbar in Delhi next autumn, thereby evincing striking proof of the great interest he has for his Indian Dominions.

His reign has commenced auspiciously for India, and the recent good harvests have brought with them prosperity, peace and contentment.

The visit of their Majesties and their Coronation Durbar will live long in the memories of their Indian subjects, and will bind together all races and creeds in their allegiance and loyalty to the Crown, dispelling, we trust for ever, the dark clouds of sedition and unrest.

The Year's Work.

As regards the work of the Chamber—

The past year, as our Chairman has already informed you, has been a quiet one and has been singularly free from questions of a controversial nature.

We have pressed for the extension of the Nagda-Muttra line to Aligarh, because we firmly believe that it is to the benefit of the cultivators in those districts to have the choice of an alternative direct route.

The great value of railways to agriculture is that by expediting the transmission of goods and produce they bring producing districts into closer touch with the great markets of the world, thereby enabling cultivators and others to reap to the fullest advantage the results of their labour and industry.

Trade naturally follows the cheapest and most convenient route.

If by the extension of this line to Aligarh trade is diverted from Calcutta, it naturally follows that the trade can be worked more efficiently and economically *via* Bombay, and that the trade, and those connected with it, primarily the cultivator, benefit.

Of all forms of productive capacity, there is none more vital, indispensable and steadying than the application of human industry to the cultivation of the soil.

Consequently any steps that Government can take towards this end benefit the community at large.

Regarding the matter in this aspect it certainly appears strange to us that the Government of India should have decided, as they have done, against this extension.

The matter for the present must remain in abeyance, so far as we are concerned, but the question is one which the Chamber must keep before them.

Gold Standard Reserve.

The other important question, which is of special interest to this Chamber, is that of the Gold Standard Reserve.

You will, doubtless, have noticed that the balance of the Gold Standard Reserve held in India and England amounted on the 31st January to £19,184,323 as against £18,681,778 on the 31st January last year, showing an increase of £502,545 in the year.

The sum placed by the Secretary of State at short notice amounts to £1,415,665 as against £1,613,542 at 31st January 1910, a decrease of £197,877.

From the figures given, you will notice that there has been very little appreciable difference in the growth of the Reserve Fund during the year, which, of course, is due to the fact that there has been no profits in the coinage of rupees during the past year.

The amount actually held in Rupees in India on 31st January of the present year was £2,534,302 (taking the value of the rupee at 15 to the sovereign) as against £4,786,734 at the same date last year, a difference of £2,252,432 due, no doubt, to larger currency requirements for the movement of crops.

You will recollect that the Finance Member in his Budget speech last year stated that it had been decided that the whole of the profits from coinage would be paid into the Gold Standard Reserve, until such time as the gold held by Government in that Reserve and the Paper Currency combined reached the figure of 25 million sterling.

He concluded his remarks on currency by adding that the Government of India were determined to uphold the gold value of the rupee.

There is a point in this, which, I think, has been genrally overlooked, and, that is, that he stated that Government had decided to devote the profits from the coinage of rupees to the Gold Standard Reserve until a total of 25 million sterling was reached in that Reserve and the Paper Currency combined.

If we add the amount of Gold Bullion and Coin held in the Currency Reserve at 31st January of the present year to the sum of the Gold Standard Reserve at the same date, we get a total of £27,548,438 at 31st January 1911.

Deduct from this the actual amount of rupees held in India under the Gold Standard Reserve £2,534,302.

This leaves us with £25,014,136 in actual Gold and Gold Securities. Does this mean that Government have completed their obligations as defined by the Finance Member in last year's Budget?

I cannot believe this to be so. It seems to me that the Paper Currency Reserve has nothing to do with the Gold Standard Reserve, and I would ask our Chairman at the next meeting of the Supreme Council in Calcutta to put forward this question.

What we ask for is that the whole profits from the coinage of rupees, when re-started, should be placed to the credit of the Gold Standard Reserve, until that Reserve reaches a sum something like £50,000,000.

I should like to see at least half of this held in actual gold, partly at home and partly in this country.

I recognise that there would be an outcry that this gold would be held unproductively in respect of any direct return, but the

indirect value in establishing absolute confidence that the Government could under all circumstances meet its payments at home without allowing the transmission of funds through Council Drafts. to interfere with the Exchange Markets between Export and Imports, would, I believe, prove invaluable.

The fabric of this Empire is built up on Commerce and therefore the welfare of Commerce is essential to its well-being.

The stability of Exchange is one of the foundation stones in the transaction of successful commerce.

And as the welfare of Commerce is essential to the general welfare of the Country and of Government, so it is essential that Government should do all in their power to meet as far as possible the views expressed by the Chamber of Commerce in this respect.

Revenue and expenditure go hand in hand.

We recognise that with increased responsibilities expenditure must increase, the increase of revenue without undue taxation can only be ensured if the fullest possible consideration is paid to existing circumstances.

As a change of the times, it is interesting to note from Messrs. Samuel Montagu's circular a few weeks ago that considerable amounts of gold are filtering up-country instead of being retained in Presidency Banks, the natural inference being that the agricultural bannia is beginning to take and hoard his profits from the crops in the form of sovereigns and bar gold, the imports of which have been exceedingly large during the past year.

The net import in 1910 amounting to £8,072,840 as against £3,155,113 in 1909, an increase of £4,917,727 ; whilst the increase of the import of *Silver* for the corresponding period amounted only to £567,531.

These figures are very striking of course. The more gold that comes into India, the better it is for the stability of Exchange and it becomes an exportable asset, which would come out if required.

Sovereigns are passing up-country, so that we may assume that the sovereign is becoming a more suitable medium of exchange.

I feel sure that this development is being carefully watched by Government.

It may lead on to what we all eventually expect a Gold Currency.

The fact that sovereigns are passing up-country and have been found available in out of the way towns and villages suggests not only the prosperity of the country but also that a hoarded sovereign may displace 15 hoarded silver rupees.

It looks as if the Natives of India were beginning to realise that Gold, whether hoarded or otherwise, is a more stable asset than Silver or rupees.

Should this continue, it is, I think, a fair assumption that a proportionately larger supply of rupees will be available for Currency requirements.

If that be so, there will not be a demand or at any rate not so great a demand for more currency.

With this development, I see difficulties in the increase of the Gold Standard Reserve, which we so earnestly wish for.

If there is a smaller demand for Silver currency, there will not be the same demand for fresh coinage, and the profits on that coinage, which Government have allocated to increase the Gold Standard Reserve, will become smaller and the growth of the Reserve considerably retarded in consequence.

That is the point we are face to face with.

Are Government prepared to take other steps?

The question is one which interests us all vitally in Commerce, and it is one which will engage the close consideration of your incoming Committee for the ensuing year.

In conclusion, Gentlemen, I beg to associate myself with the Chairman in expressing the regret we feel that His Excellency the Governor has been unable to accept our invitation to be present here to-day through pressure of other important engagements.

We should have liked to have expressed to him personally our thanks for the keen interest he always displays in commercial matters, and to offer our congratulations for the great services he

has rendered to Commerce, and Swadeshi enterprise, by the keen interest he has taken in Sir Dorab Tata's great Hydro-Electric Scheme.

We should also have liked to have expressed personally our cordial thanks for the great honour which Government has conferred on the Commercial Community in the Knighthood of Sir Henry Procter whose all-round merits in the fields of commerce, philanthropy, sport and volunteering have won him the distinction he so well deserves.

With these remarks, gentlemen, I beg to second the adoption of the Report.

THE NEW CHAIRMAN.

Mr. C. H. Armstrong said :—Mr. Chairman and Gentlemen,—I have much pleasure in supporting the resolution now before us for the adoption of the report. We have just listened to an interesting review of the year's work and as one well acquainted with the past I can assure you that the report is a very satisfactory one, and our best thanks are undoubtedly due to Mr. Monteath for the good work he has done for us during the twelve months. As the incoming Chairman, I need only touch very briefly on matters which are likely to come before the new Committee, and of these perhaps the most important is the general subject of railways. You will have gathered from our Chairman's remarks that our position with the Railway Board at the present time is hardly a satisfactory one. The natural extension from Muttra to Aligarh is the principal bone of contention, and we in Bombay are quite unable to understand the position taken up by the Board in this matter. To us the extension appears to be a natural and a necessary one, but the Board are apparently of opinion that it is not necessary and have said that, even if it is built eventually, it will not be by one of the railways serving Bombay. We should then, it appears, be entering a sphere which is apparently outside our province, although it is admitted that, notwithstanding many disabilities, produce from the Oudh and Rohilkhund district does seek an outlet at this port. If, however, there is anything in this question of spheres of influence then why, in the past, was the East Indian Railway given running powers over the Agra-Delhi Chord? The removal of block rates on the section now connecting us with Aligarh would be of assistance, no doubt, but we must never be satisfied until the

Nagda-Muttra is completed by a natural extension to the Oudh and Rohilkhand system to be managed of course by the B. B. and C. I. Railway. As regards the Nagda-Muttra Line, although it is not referred to in the report, we are not yet benefiting, as our Chairman has told us, to the full extent of the shorter distance. It is an open secret that the B. B. and C. I. were prepared to quote very favourable rates when the line was opened, but were overruled by the Railway Board.

Feeder Lines.

As regards feeder lines, I am glad the Government of India have revised their terms, and I hope much good will result. I think myself that a better method of construction might have been devised, but I hope nevertheless that the new terms—which by the way are not over-generous—will attract Indian capital, and that at any rate on this side of India there will be a great extension of light feeders. That we need them and every possible facility in the way of Railway rates will be evident to any one who considers the rapidly increasing liabilities of the Port Trust, owing to its new dock and the large reclamation at Mazagon-Sewree—important and necessary works which could not be avoided. When the dock will be opened I cannot definitely say and will not try, as I see Mr. Sprott has his eye on me, but, I estimate that by the 31st March 1913—the end of the Trust's financial year—the revenue reserve fund of the Trust will have reached about 90 lakhs of rupees put aside for the very purpose of meeting possible adverse balances for a few years on the completion of such works as those to which I have referred. This fund, I consider, should be drawn on very freely before there is any talk of increased charge on trade and shipping. Everything should be done by moderate charges to increase and attract trade, and adequate railway facilities are therefore a matter of great importance to us at the present time.

Improvement of Cotton.

A question, I hope, the new Committee will take an interest in, is the improvement and increased production of raw cotton in this country following on the lines recommended by the influential deputation which waited on Lord Morley at the India Office in July last year. The question of more and better cotton is an international one of the greatest importance. The spinning trade all

over the world is in urgent need of an increased supply and looks to India as the second largest producer for relief. I appreciate very highly the efforts made in the country by the Agricultural Department the last few years, but now I think the time has come for a decided step forward, and I should very much like to see some portion of this year's huge surplus on opium devoted to this most important work which would greatly benefit the country. I feel sure, gentlemen, that we shall have the sympathy and cordial co-operation of the Bombay Government in this matter.

PROPOSED COTTON DUTY.

We shall also have to deal, I imagine, with a proposal—which savours very much of protection—just put forward by our Corporation and endorsed, I regret to see, by the Chairman of our City Improvement Trust, with whom I am generally in complete agreement, to impose for twenty years a transit duty of four annas per bale on all cotton exported from Bombay. Apart from the fact that at no very distant date our trade may have to contribute by increased charges to the various schemes now being carried out on the eastern side of the Island by the Port Trust which from a financial point of view will greatly benefit the city as a whole, there are many objections to be urged to this one-sided proposition which has just been placed before Government.

Our Chairman has alluded to the expected visit of His Majesty the King-Emperor, and has mentioned that this will occur during my term of office. If, as I hope may be the case, there is a movement by the unofficial European community of Bombay to present His Majesty with an address of welcome on such an interesting and unique occasion, I think the Chamber should take a prominent part in its organization. The Chairman has also alluded to our financial position, and I am glad to see we are carrying forward such a large balance as a lakh and twelve thousand rupees. As the Chamber's staff in all branches has been adequately provided for, the time is perhaps coming when members should benefit, to the extent, at any rate, of our interest on invested funds, and this is a point which might be considered by the new Committee.

Gentlemen, for again electing me Chairman of your Chamber, I thank you very much. Mr. Monteath's remarks with reference to my past are really too flattering. If, however, during my terms of

office I have done anything to further the interests of European and Indian trade in this port, I am more than satisfied. With the help of the new Committee, you will now be called upon to elect, I hope, at this time next year to be able to submit to you as satisfactory a report as the one we are now considering.

The report was then adopted.

Mr. Monteath's Departure.

Mr. J. S. Wardlaw Milne said:—The resolution which I have now the honour to propose, *viz.*, that our thanks should be tendered to the Chairman, Deputy Chairman and Members of Committee, for their work in the past year is one which requires very little recommendation from me, and which I am certain will be readily accepted by you. I feel sure I am only voicing the experience of the various members present to-day who have served upon previous committees, when I say that it has always been the experience of the Chamber that the committee appointed annually at this meeting takes the greatest possible interest in the work of the Chamber and spares no pains in going fully and carefully into the numerous and varied points brought before it. A glance at the names of the outgoing committee is sufficient to assure us that the standard of previous years has been fully maintained and the thanks of the Chamber are due to the various gentlemen who have given regular attention to the work from week to week. Particularly, of course, our thanks are due to the Hon. Mr. Monteath upon whom the chief burden has fallen. It must be very gratifying to him to feel that he and his brother have had the probably unique experience of presiding over the destinies of the Bombay and Calcutta Chambers in the same year and in each case carrying on the work in a highly successful manner. In losing Mr. Monteath from the Chamber, we are all unfortunately losing him from Bombay society, as he proceeds, I understand, almost at once for Calcutta. I have no doubt that his conscientious hard work and valuable experience will be fully made use of there. While the larger portion of the work falls naturally upon the Chairman, the highest success cannot be expected or achieved without the loyal assistance and co-operation of the Deputy Chairman and Members of Committee, and this must be particularly the case when the Chairman is also your representative upon the Viceroy's Council and absent from Bombay in connection with his

Council work. Our thanks are also due, therefore, to the Deputy Chairman and each Member of Committee for their work in the past year.

In proposing the resolution it is unnecessary for me to make any lengthy reference to the work of the Chamber in the past year, as some of the various questions which have arisen have already been dealt with in the speeches of the Chairman and the remarks of speakers succeeding him. The year has evidently been an interesting one, if not one containing matters of an exceptionally difficult or extraordinary nature, and the report now before you shows that the good work of the Chamber has been steadily carried on. The most important points have already been referred to,—and members will notice that many other more detailed matters—while still matters of considerable importance—have come under the attention of your Committee. I am glad to see that while the larger issues, such as railway extensions, financial questions, etc., have been fully considered; due importance also has been given to the various questions of custom and practice in business in Bombay in regard to which the opinion of a body like your Chamber is most valuable and of great service to members.

Mr. J. N. Metaxa seconded the proposition which was carried.

The Hon. Sir H. E. E. Proctor proposed, **The Hon. Mr. N. S Glazebrook** seconded and it was agreed that the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1911:—**Messrs. J. Greig, J. N. Metaxa W. H. Ogston, F. T. Rickards, W. M. Ross, W. Denso and L. Volkart.**

Mr. J. Black proposed, **Mr. J. Murdoch** seconded and it was resolved that **Messrs. A. F. Ferguson and Co.** be re-elected auditors of the Chamber's accounts for the year 1911.

The Chairman proposed, The Hon. E. J. Hawke seconded and it was resolved that **Mr. C. H. Amstrong** and the **Hon. Mr. W. L. Graham** be elected Trustees of the Chamber's Provident Fund for the current year.

A vote of thanks to the Chairman terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1911.

The Annual ballot for the office of Chairman took place on 11th January 1911, and resulted in the election of **Mr. C. H. Armstrong** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1911.

The ballot for the above office took place on 18th January 1911, and resulted in the re-election of the **Hon'ble Mr. W. L. Graham.**

LEGISLATIVE COUNCIL OF THE GOVERNOR GENERAL OF INDIA.

Chamber's Representative.

Mr. C. H. Armstrong, the Chamber's representative in the Legislative Council of H. E. the Governor General of India having resigned his seat, a ballot was held on the 21st May 1910, and resulted in the election of **Mr. R. G. Monteath.**

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Chamber's Representative.

Mr. J. S. Wardlaw Milne, the Chamber's representative in the Legislative Council of H. E. the Governor of Bombay, resigned his seat on proceeding to Europe. A ballot was held on the 18th March 1910, and resulted in the election of **Mr. W. L. Graham.**

PORT TRUST.

Chamber's Representatives on the Board.

The term of office of the **Hon'ble Mr. C. H. Armstrong**, the **Hon'ble Mr. H. R. Greaves** and **Mr. D. Carmichael** expired on the 31st March 1910. A ballot was held on the 8th March, and resulted in the election of the **Hon'ble Mr. C. H. Armstrong**, the **Hon'ble Mr. H. R. Greaves** and **Mr. R. G. Monteath.**

The **Hon'ble Mr. C. H. Armstrong**, the **Hon'ble Mr. H. R. Greaves** and **Mr. W. C. Symes** on proceeding to Europe obtained leave of absence from the Board Meetings from 22nd April to 4th November 1910, from May to October 1910, and for eight months from 7th May 1910, respectively, and the **Hon'ble Mr. W. L. Graham, Mr. D. M. Inglis** and **Mr. A. H. Froom** were elected to act for them during their absence.

BOMBAY IMPROVEMENT TRUST.

Chamber's Representative.

The term of office of **Mr. A. K. Leslie** expired on the 31st March 1910. A ballot was, therefore, held on the 16th March, and resulted in the election of **Mr. A. M. Tod.**

MUNICIPAL CORPORATION.

Chamber's Representatives.

The triennial election of two Members to represent the Chamber in the Municipal Corporation took place on the 3rd February 1910, and resulted in the re-appointment of the **Hon'ble Mr. J. S. Wardlaw Milne** and **Mr. A. M. Tod.**

NEW MEMBERS OF THE CHAMBER.

The total Membership of the Chamber on the 31st December 1910 was 109 as compared with 106 at the end of 1909. The following are the names of those elected during the year under report :—

Messrs. Dutton Massey & Co.—Proposed by Messrs. Turner, Morrison & Co., and seconded by Messrs. Cox & Co.

Messrs. Premchand Roychand & Son—Proposed by Messrs. Forbes, Forbes, Campbell & Co., Ld., and seconded by the National Bank of India, Ld.

Messrs. Schill Seebohm & Co., Ld.—Proposed by the National Bank of India, Ld., and seconded by Messrs. Forbes, Forbes, Campbell & Co., Ld.

The **Asiatic Petroleum Co., Ld.**—Proposed by Messrs. W. and A. Graham & Co., and seconded by the National Bank of India, Ld.

The following ceased to be members :—

L'Union Fire Insurance Co., Ld.

SUB-COMMITTEES.

Following the procedure adopted in former years the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1910 :—

Import Sub-Committee.

E. Yeo, Esq.
A. A. Economo, Esq.
T. Sharples, Esq.
A. K. Graham, Esq.
R. H. Brooke, Esq.

Docks and Railways Sub-Committee.

W. H. Ogston, Esq.
D. M. Inglis, Esq.
A. H. Froom, Esq.
S. C. G. Wood, Esq.
A. Muirhead, Esq.
J. J. Damala, Esq.

SHIPPING AND EXPORT SUB-COMMITTEE.

The Hon'ble Mr. W. L. Graham.	H. Uehlinger, Esq.
J. J. Damala, Esq.	Walter Denso, Esq.
	A. H. Hammond, Esq.

FINANCE SUB-COMMITTEE.

J. Black, Esq.	The Hon'ble Mr. H. R. Greaves.
J. Begbie, Esq.	
C. H. Wilson, Esq., C. I. E.	The Hon'ble Mr. H. E. E. Procter.

THE HON'BLE SIR HENRY PROCTER, KT.

The List of Honours on New Year's Day included the name of one of our most prominent members, namely, that of the Hon'ble Mr. H. E. E. Procter, on whom a Knighthood has been worthily bestowed. This honour has received universal approbation, and by none more so than by members of this Chamber, of which Sir Henry has twice been a trusted and conspicuously successful Chairman. We are proud to have his name on the rolls of the Bombay Chamber of Commerce, and one and all heartily congratulate him on the well-merited distinction now conferred upon him.

PRIVILEGE LEAVE TO SECRETARY.

An application from the Secretary for six months' furlough to Europe was sanctioned, and he was informed by the Committee that he could arrange to leave in May 1911.

THE CHAMBER'S MEASUREMENT DEPARTMENT.

Owing to the enhancement of house rent, and the increasing expense of living in Bombay, the Committee were of opinion that the status and prospects of the employés in the Measurement Department should be reconsidered ; and it was ultimately resolved that the whole staff should be granted an increase in their salaries from the month of June

1910, that the Senior Measurers should be divided into two grades, and that the maxima salaries should be fixed on a higher scale.

The following tabulated form will show the changes that were actually made :—

NAME.	Actual Salary in June 1910.	Salary sanctioned from June 1910.	Maxima Salaries under new Scheme.
	Rs.	Rs.	Rs.
Superintendent. (*1*)			
A. I. Creagh	235	275	400
Senior Measurers. Grade I. (*3*)			
E. Gillespie	215	235	250
T. V. S. Biggs	195	215	250
H. Royal	195	215	250
Grade II. (*4*)			
V. C. Boult	160	180	225
J. Ingle	220	220	225
R. Alexander	135	155	225
H. Wilson	140	155	225
Junior Measurers. (*4*)			
G. Nisbet	100	110	175
A. T. Boult	100	110	175
H. R. Martin	100	110	175
V. Y. Smith	100	110	175

TONNAGE SCALE.

CUT COPRA IN BAGS.

(See *Report*, 1889, *pp.* 86, 638.)

This Chamber was approached in May 1910 by the Cochin Chamber of Commerce with reference to the Tonnage Scale of **Cut Copra**. The latter Chamber stated that they contemp-

lated altering the scale from 14 cwts. to 12 cwts. per shipping ton of 50 cubic feet to bring it into line with that obtaining at Colombo, and asked whether this Chamber would agree to make a corresponding alteration in the Bombay Schedule say from 11 cwts. the present scale, to 9 cwts. to the steamer ton of 40 cubic feet. As the alteration could not be made without a regular test being carried out it was decided to hold a test for the article in question as soon as a sufficient quantity was available for the purpose. (*Appendix* **A-1.**)

CHAMBER'S PUBLICATIONS & THE PRESS ACT.

On the 15th November 1910 the Secretary of the Chamber was informed by the Commissioner of Police, Bombay, that he was required to make a declaration as publisher under Section 5 of Act XXV of 1867 regarding the publications issued by the Chamber.

The matter went before the Chief Presidency Magistrate, when the Secretary explained that as the Chamber's publications were merely statistical returns of trade for the information of the members, they were not considered as coming within the purview of the above Act.

The Chief Presidency Magistrate after examination of all the Returns eventually decided that Statistical Returns for the purpose of trade did not amount to periodical works containing public news, or comments on public news, within the meaning of Section 5 of the Printing Presses and Books Act XXV of 1867, and that therefore no declaration was required in respect to the Chamber's publications under reference.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE.

Several Indian Chambers of Commerce drew the attention of the Committee to the rules which governed the **voting at the last Congress** held at Sydney.

The rules are as follows :—

(1) Chambers representing towns with a population of a million and upwards receive five votes.

(2) Over half and under one million, three votes.

(3) Over a quarter and under half a million, two votes.

(4) Under a quarter of a million, one vote.

The Bombay Chamber was not represented at the Congress but the Bengal and Upper India Chambers (among others) sent delegates, and it is understood only two votes and one vote respectively were allowed, although the population of Calcutta is given as considerably over a million and the aggregate population of the cities from whence the Upper India Chamber draws its members is nearly two millions.

Similar restrictions, it is believed, were made at the London Congress in 1906, which were brought to the notice of the authorities. The mistake, however, was not corrected and the same system of allocating votes was enforced at Sydney.

The several Indian Chambers referred to above addressed the London Chamber of Commerce in the matter and the Committee of this Chamber deemed it advisable to support the various representations and ask for some assurance that at the next, and all future Congresses, the Indian Chambers wil receive the number of votes to which, under the rules, they are entitled.

The London Chamber of Commerce in reply stated that the real point at issue turned on the Native element in the population, which some of the Committee at home appeared to think should not be given, at any rate, its *full* numerical value.

The whole matter would, however, be fully debated at the next Meeting of the Congress organising Committee, at which our letter and those received from other Indian Chambers would be read. (*Appendix* **A-2.**)

STAMP DUTY ON SHARE TRANSACTIONS.

The Madras Chamber of Commerce drew the attention of the Committee to the fact that the system of charging the **Stamp Duty on Share Transactions** in India differs from that obtaining in Burma, Ceylon, and the rest of the British Empire, although the *ad valorem* percentage is now the same. They were of opinion that the Indian system should be altered as soon as possible so as to bring it into conformity with that obtaining in other Share Markets, as they considered that an uniform system of share dealing would be in the best interests of joint stock enterprise in India and of the investing public both in this country and elsewhere.

The Madras Chamber understood that there was no legal obstacle to charging the ½ per cent. *ad valorem* duty to buyers nor any valid reason why the seller should pay. The latter now adds it to his price thereby causing the published quotations in the newspapers to be higher than the actual values. An expression of this Chamber's opinion on the question was requested.

After consulting the Native Share and Stock Brokers' Association in the matter the Committee informed the Madras Chamber that their proposal did not commend itself to this Chamber. (*Appendix* **B-1.**)

INDIAN STAMPS AND COINAGE.

Effigy of King-Emperor.

The Incorporated Chamber of Commerce of Liverpool in June 1910 forwarded this Chamber a copy of a letter they

had addressed to the Secretary of State for India asking the latter's careful attention and consideration to the question of the **representation of the King-Emperor on Indian Stamps and Coinage,** more especially as it had been suggested that the issue during the reign of the late King Edward VII of such stamps and coins bearing a crownless portrait of the Sovereign had tended to a prejudice hurtful to loyalty in the minds of the less educated natives of India who, it was said, " cannot realise a King without a Crown."

In support of the above the Committee addressed the Government of India and pointed out that when commenting in the year 1905 on the proposed issue of the Nickel Anna Coin this Chamber stated at the time, that not only would it be more appreciated in this country but it would also be politic, were the cast of the Emperor's head to wear a Crown in all denominations of Indian Coin. This suggestion was carried out with the new Nickel Coin, but coins of other denominations continued to be minted bearing the old design.

The Indian Coinage of King Edward's reign it was generally felt did not inspire feelings of respect or veneration for royalty, a common belief in the Native mind being that the effigy on the rupee was that of some official, and not of the King-Emperor who, in accordance with their ideas of regal dignity, could only be depicted with the Crown and other emblems of sovereignty.

The effigy that approached closest to the Indian ideal of a Sovereign Ruler, was that depicted on the coinage towards the end of Queen Victoria's reign, when Her Majesty's head and bust were artistically designed with the Crown and royal robes.

In these circumstances the Committee expressed the hope that, as far as India was concerned, classical and occidental

ideas would be set aside, and that the Indian view of the question would receive the attention and consideration it deserved before the final design of the new Coins and Stamps was adopted for public use. (*Appendix* **B-2.**)

INDIAN STAMP ACT.

In connection with the enhancement of various stamp duties imposed by this year's Indian Budget, it was pointed out to the Committee that the present **General Stamp Office arrangements** did not meet public requirements. The only adhesive stamps issued are, it appears, Foreign Bill Stamps and Share Transfer Stamps ; and the system of having all other documents requiring other stamps, impressed with same at the General Stamp Office is unwieldy, besides causing considerable inconvenience at times. This is especially the case in stamping contracts for the sale and purchase of Bills of Exchange, and is even more noticeable with Government Paper Contracts.

It was therefore suggested that the Government of India should issue a new set of Revenue Adhesive Stamps of the following denominations :—

1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 15 annas, Rs. 1/4, 1/9, 1/14, 2/3, 2/8, 2/13, 3/2 and Rs. 5.

Certain of these stamps, it was contended, might also prove useful for the purpose of Stamping Agreements, Guarantees, etc.

The Committee decided to address Government in the matter on the lines indicated above. (*Appendix* **B-3.**)

UNIVERSAL CURRENCY NOTES.

(See *Report*, 1900, *pp.* 107, 317 ; 1903, *pp.* 34, 278 ; 1908, *pp.* 7, 130.)

In October last the question of the suitability of these notes was raised by a member, who pointed out that in the

former notes the denomination was shown in large distinct figures near the two bottom corners, whereas the figures on the new notes are at the upper corners and are very indistinct. Further it was shewn that there is very little obvious difference to distinguish a Rs. 10 note from one of Rs. 50.

The Committee decided to address the Government of India in the matter and in doing so pointed out that the chief shortcoming in the new notes was that the figures denoting the value in English characters were much too small, while the texture of the notes was too thick.

In reviewing these objections the Committee hoped that Government would see their way to altering the design to a more suitable form without delay and hoped the difficulties in the way would not be insuperable. (*Appendix* **B-4.**)

THE CIRCULATION OF OLD AND LIGHT COIN.

(See *Report*, 1908, *pp.* 16, 103, 163; 1909, *pp.* 9, 142.)

It will be seen from last year's Report that the Chamber had occasion to address the Government of India on the above subject. The Committee urged the necessity of providing for the **withdrawal of all light defaced and damaged coin** ; and also suggested that coins after a period of 30 years from date of minting should be put out of circulation at the expense of Government, and not at the cost of the last holder.

The Committee at the same time brought to the notice of Government the hardship caused by the Bombay Currency Office not receiving coin for exchange into notes the same day after 12 o'clock, Standard Time. They considered that money should continue to be received till the closing hour, the notes, if necessary, being given for the coin next

day. The Committee also drew the attention of Government to the not infrequent practice of the Currency Office issuing rupees and other coins which were unfit for circulation, and which they themselves would refuse if presented.

The Committee in conclusion advocated the strengthening of the Currency Office staff, and also suggested the appointment of a Commission of enquiry, on which the Banking and Commercial Communities should be adequately represented.

The reply of the Government of India to the above representation was received on the 31st July 1910. It was recognised by Government that the present Currency Office was inadequate for the work to be done in it in times of pressure and they stated that steps had been taken with the object of securing an extension of the building, and they trusted that with better accommodation the coin would be tested and passed more quickly than had hitherto been the case.

With reference to the Chamber's complaint regarding the re-issue from the Currency Office of Coins unfit for circulation, Government informed the Committee that steps had already been taken to withdraw gradually all small silver coin struck before the year 1862. That under the rules contained in Finance Department Notification No. 1448-A, dated the 8th March 1907, quarter rupees and one-eighth rupees so diminished in weight as to be more than 25 per cent. below standard, were, provided they had not been fraudulently defaced, accepted at treasuries and Currency Offices at their nominal value and withdrawn from circulation at Government cost. Further, under orders recently passed the prohibition of re-issue had been extended to all small silver coins in which the device is obliterated through age. But, as regards rupees, and half-rupees, the Government of

India stated they would be glad if the Chamber would assist them by arranging that any well-authenticated cases of re-issue were at once reported to the Currency officer.

Turning to the Committee's suggestion that all worn, sweated and light coins should be withdrawn entirely at the expense of Government after 30 years from the date of minting, Government expressed a doubt as to whether the Chamber had realised the premium such a course would offer on illicit practices. It was pointed out that if such a measure were taken, rupees which bore an earlier date than 1880 would be secured by professional sweaters and the possibilities of unchecked fraud would clearly be enormous. The Government of India were prepared to meet fully the cost of honest wear and tear; and as the rules for the receipt of light-weight rupees now stood, a good deal more than this was done in practice. Careful experiment had demonstrated that a coin will lose by honest wear less than two per cent. of its weight in a circulation extending over 42 years, and no more than three per cent. in a life of 70 years. The rules now in force however provide for the acceptance by Government at full nominal value of all rupees and half-rupees which were not more than 6¼ per cent. or 12½ per cent. light respectively and had not been fraudulently defaced; and for the payment at liberal rates for lighter coins which had not been so diminished as to be more than 25 per cent. below standard weight. Taking the above facts into consideration Government stated that greater concessions could not be reasonably expected in this direction.

In conclusion it was suggested that the influence of the commercial community and the Banks might be devoted to assisting the Government to purify the coinage in the following manner. As light coins very frequently changed hands at a discount the receiver of such coin could without inconve-

nience transfer them to Government on the liberal terms referred to above, and thus afford material assistance to the State without any loss to themselves. There did not appear to Government to be any way in which the surrender of light-weight coins could be made compulsory, nor could the Government of India devise any method by which, without needless loss to the State, such surrender could be encouraged.

As regards an investigation by a joint Committee as proposed by the Chamber, it did not appear to Government that such a Committee was necessary under existing circumstances.

The Committee when acknowledging the above communication thanked Government for the information placed before them, and stated they would be pleased to assist the authorities by reporting any well-authenticated cases of re-issue of coins unfit for circulation. (*Appendix* **B-5.**)

BILLS OF EXCHANGE ENDORSED IN THE VERNACULAR.

A member brought to the notice of the Committee the fact that they had some difficulty on several occasions in obtaining payment in London of **Demand Bills of Exchange** drawn by Exchange Banks in Bombay in favour of their Native indentors and **endorsed** by them **in the Vernacular** with a translation into English of the endorsement underneath. It appeared that some of the Banks in London wanted either (*a*) that the endorsement should be confirmed by a Banker before being despatched from Bombay, or (*b*) that the translation should be notarially certified in London. They considered that the former was almost impracticable, and that it was unreasonable to expect Native indentors to pay the expense of getting the translations of the endorsements notarially certified in London.

The Committee after making due enquiries in the matter stated in reply that the Council of the Institute of Bankers in England had this question submitted to them some time ago, and they decided that Banks were justified in protecting themselves in such cases. Under the circumstances the Committee did not see their way to taking action that would serve any useful purpose. They however suggested that when a Banker's guarantee was not procurable the remedy was to draw the Bill of Exchange in favour of the European Firm.

TYPE WRITTEN BILLS OF EXCHANGE.

The Associated Exchange Banks brought to the notice of the Chamber the dangerous practice followed by certain firms of inserting particulars in **Bills of Exchange and Cheques** by means of a typewriter, instead of pen and ink. As it was well known typewritten characters can easily be altered without leaving any trace of such alteration and this mode of filling up documents which pass from hand to hand lends itself readily to fraud.

The Banks therefore requested the Chamber's assistance in their endeavour to discourage the practice.

The attention of Members was accordingly drawn to the matter as it was felt that the risk need only be pointed out to ensure its entire disuse.

INCOME TAX ON DEPRECIATION OF MACHINERY.

This question was raised by a member who stated the Income Tax Collector had recently adopted a new policy with regard to allowing **rebate** for sums set aside against **depreciation of machinery.** Formerly a rebate to the extent of 5 per cent. on the total cost of the machinery was

allowed, but now the Collector will only allow a rebate of 5 per cent. on the total cost of the machinery after deducting the amount of depreciation written off during the past 20 years. He further proposes in future only to allow rebate after deducting sums set aside previously.

If a Factory writes off 5 per cent. per annum for depreciation the total original cost would be wiped out in 20 years. The Collector admitted that 5 per cent. was a reasonable sum to write off for depreciation, but by his new system he objects to pay the full amount of this 5 per cent.

If owners of Factories write off depreciation on the same system as the Collector adopts, it will, of course, take practically an indefinite period of years before the original cost of the machinery is recovered. For example, machinery costing Rs. 10,000 would in 30 years only be reduced to Rs. 2,146.

The Collector stated that this system was followed by the Home Government in Lancashire, so the writers suggested the Committee should write to the Manchester Chamber asking for particulars of the system which obtains in their District.

The Manchester Chamber were therefore approached in the matter and they stated in reply that the question of the allowance to be made is one for the decision of each District Commissioner of Taxes for his own locality and is determined according to the circumstances of the particular case.

The Oldham official stated "The general practice of the Commissioners is to allow for diminished value caused by wear and tear of Cotton Manufacturing machinery and plant as follows :—

(1) 5 per cent. per annum in respect of Engines, Boilers and motive power plant.

(2) 7 per cent. per annum in respect of Spindles, Looms, etc.

This allowance is calculated each year on the written down value."

The Bolton and Blackburn Chambers of Commerce confirmed the above.

A copy of the Manchester Chamber's letter was forwarded for information to the Member who raised the question. (*Appendix* B-6.)

INDIAN PORTS (AMENDMENT) BILL.

The Bombay Government submitted to the Chamber a copy of a Bill to amend the **Indian Ports Act, 1908.**

The object of the Bill was to enable provision being made for the preparation of a satisfactory code of regulations for the prevention of the spread of disease by means of ships arriving at or departing from India.

In reply, the Committee stated that they generally approved of the Bill, but suggested the inclusion of a Clause similar to Clause V of the Original Act, covering the transhipment of a person from a vessel, which comes from a portion which, or in the neighbourhood of which, there is believed to be any dangerous, infectious or contagious disease. (*Appendix* C-1.)

INVENTIONS & DESIGNS BILL.

(See *Reports* 1887, *pp.* 29, 92 ; 1892, *p.* 327 ; 1909, *pp.* 21,239.)

In December 1908 the Government of Bombay, as was recorded in the Chamber's Report for 1909, submitted for the opinion of the Chamber a draft Bill to amend the law relating to the **protection of inventions and designs.** The Committee then in office after commenting on certain Sections of the Bill, drew particular attention to Section 77

(1) and pointed out that in the case of an arrangement being made, as provided for, say between England and France, this Section made no mention of the relation which the dates of application of an inventor in France and one in India would bear to each other. They contended that although the application of an inventor in India might have been prior in date to the application of an inventor in France, yet the latter would, nevertheless, if he made his application in India within 12 months of his application in France, be entitled to priority over the other applicant.

In April 1910 an amended Bill was submitted to the Chamber for an expression of opinion. The amendments that had been made were, with few exceptions, formal or verbal amendments and were generally approved of by the Committee, who however in addressing Government to this effect drew attention to the remarks which had previously been made with regard to Section 77 as it stood in the original Bill. While admitting that the wording of the equivalent Section of the English Act was similar to the wording of the amended Bill, they ventured to press the point as a greater safeguard. Although it seemed to the Committee that it was not probable that such circumstances should occur, the situation might conceivably give rise to great hardship, and they therefore submitted that the wording of this Section should be carefully considered before the Bill was finally passed. (*Appendix* C-2.)

INDIAN ELECTRICITY ACT, 1903.

(See *Report*, 1907, *pp.* 21, 203.)

The Government of Bombay submitted to the Chamber a letter from the Government of India with reference to certain difficulties that had arisen in regard to undertakings for **electric traction** specially when combined with the general supply of electrical energy for lighting and power.

The Committee after consulting members interested in the question felt that the information before them was not such as to enable them to deal fully with the subject. They therefore informed the Bombay Government that they had no remarks to offer on the various points referred to. (*Appendix* C-3.)

INDIAN TRAMWAYS (AMENDMENT) BILL.

A copy of the **Indian Tramways Amendment Bill** was forwarded to the Chamber for an expression of opinion on its provisions.

The object of the Bill was to apply the Indian Tramways Act, 1886, to monorails, and to include, within the provisions of that Act, tramways worked by electricity.

The Committee informed Government that they had no remarks to offer on the Bill. (*Appendix* C-4.)

INDIANS ADOPTING AND TRADING UNDER ASSUMED NAMES.

(See *Report*, 1909, *pp.* 19, 225.)

In the Chamber's report for 1909 it was stated that the Bombay Government intended referring this matter to the Supreme Government as the question was one that affected the whole of India.

The reply from the Government of India was received in August of the present year and intimated that it was found impracticable to deal with the subject matter of the complaint in a Registration of Partnerships Act as was suggested by this Chamber.

With regard to the further proposals put forward by the Chamber that Commissioners of Police in the Presidency Towns should be given special powers to deal with the question, and regulations should be framed which would

enable the High Court to exercise some independent control in the matter, the Government of India considered that no workable method was likely to be found for the suppression of the practice complained of and expressed regret at their inability to meet the views of the Chamber. (*Appendix* D.)

DELAYS IN MOFUSSIL COURTS.

The Committee drew the attention of Government to the abnormal delays that occur in the adjudication of law suits in the **Mofussil Courts.** They admitted that in a country like India, litigation could not be dealt with as expeditiously as one might desire, but when it became more or less a practice for months and even years to elapse before a decision was arrived at, it was felt the public had a real grievance.

The Committee stated they did not presume to dictate the necessary remedies, but it appeared that the congestion in the Courts called for a strengthening of the Judicial Staff in many of the larger Districts and in this direction it was trusted Government would see its way to some effective intervention.

Government in reply stated *inter alia* that as the result of the Hon'ble Mr. Justice Heaton's enquiries, as inspecting High Court Judge on tour, His Lordship believed that by far the greatest part of the avoidable delay in the disposal of suits was due to Pleaders and parties and that the Judges were making a considerable effort to bring cases to a reasonably speedy disposal.

Government suggested that the Chamber should use its influence to induce parties to suits and through them the Pleaders, to be more expeditious in handling their cases especially in such matters as the production of documents over which a great deal of time was wasted.

In a further letter to Government the Committee stated that they felt parties to suits could hardly be blamed for

delays as it was naturally to their interests to expedite litigation and bring about an early settlement. If the delays were due to Pleaders then the matter was entirely in the hands of Government through the local Judges, and it was felt some improvement might advantageously be effected.

Government later on forwarded a copy of a letter from the Registrar of the High Court containing the remarks of their Lordships the Chief Justice and Judges on the above correspondence.

The High Court stated they could not endorse the opinion of the Chamber that parties were not responsible for dilatoriness, as it was well known that they delayed disposal in a great variety of ways. The fault was by no means all with the Pleaders.

The Registrar added that owing to the sudden and general increase in institutions due to the two years' period allowed by Sections 30 and 31 of the Limitation Act, 1908, which expired on 7th August last, it was feared that there may be in the near future a far greater congestion of work and more serious delays in disposal than heretofore. That however would be the effect of legislation and not the consequence of the methods of disposal of business in the Courts.

The Committee considered this reply very unsatisfactory and again addressed Government pressing for a strengthening of the Judicial Staff in the larger Districts.

It is satisfactory to be able to relate that Government finally decided to increase the Judicial Staff by ten additional Subordinate Judges, as a temporary measure, although they saw no reason for thinking that the present Judicial Staff was not, as a general rule, capable in ordinary times of dealing with the legal work that came up for disposal in the Mofussil Courts. (*Appendix* **E.**)

WORKING OF THE BOMBAY CUSTOM HOUSE.

(See *Report*, 1906, *pp.* 23, 214.)

In the early part of the year under review the Committee received complaints regarding serious inconvenience caused to Merchants in getting their goods through the **Customs Department.** Much delay appears to have taken place in this respect, more especially in the case of firms working without a Deposit, and generally it was found impossible to get goods through within the seven days allowed by the Port Trust.

This delay it was understood was largely due to the adoption of a new system with many checks, which it had been considered necessary to inaugurate in the Docks to prevent the recurrence of irregularities that had been discovered a short time previously, and the Committee in addressing the Collector of Customs on this matter, while admitting the necessity of the precautions that had been taken, stated they believed that the extra work involved had made it impossible for the staff to efficiently cope with the regular routine of the Department. It would therefore appear that the staff required strengthening and the Committee trusted that the opportunity would be taken to raise the number of employés to a standard that would both facilitate business and adequately meet the growing requirements of the trade in this direction.

The Collector of Customs in reply explained that the delay was partly due to the occurrence of a serious fraud which caused the clerks to work with greater circumspection, and partly to the sudden spurt of import business. He further intimated that the Commissioner had sanctioned a temporary increase of establishment and every effort was being made to expedite work in a manner compatible with the safety of Government Revenue.

At a later date the Collector forwarded some notes on certain changes which he intended introducing in the working of the Custom House, and asked for the Committee's support in the matter.

The principal alterations proposed were :—

(1) The abolition of the Triplicate Form of Bill of Entry and the substitution of a simple receipt for all moneys received.

(2) The entering of goods prior to arrival of steamer.

(3) The restriction of communication between individual clerks and the public.

The Collector at the same time intimated that the introduction of all or any of these methods would be contingent on the provision of certain superior supervising establishment for which an application had been made to Government.

In acknowledging receipt of the above communication the Committee informed the Collector that as they were of opinion that the various proposals submitted by him would benefit trade and expedite Customs work generally they would receive the Chamber's support when put into effect.

It was however felt that the successful introduction of these new measures would very largely depend on thorough and intelligent supervision, and the Committee therefore trusted that the Collector's application for a superior supervising establishment would be fully met by Government. (*Appendix* **F-1.**)

INDICATION OF COUNTRY OF ORIGIN ON IMPORTED GOODS.

(See *Reports*, 1908, *pp.* 30, 99 *and* 212, 1909, *pp.* 27, 281.)

The attention of the Committee was drawn by a member to a notification which appeared in the *Manchester Guardian*

of 28th February 1910, to the effect that any goods, shipped after 1st March 1910, marked with letters or characters in an Indian language, must bear a **counter indication of the Country of Origin** in that language.

The *Guardian* stated that this was more exacting than anything that had hitherto been required and a letter was addressed to Lord Morley, from the English Chambers of Commerce, asking for particulars and urgently requesting that, if the fact was as stated, the time mentioned in the notification might be postponed until the 1st June, to enable merchants to comply with it, since few would at once be able to supply stamps indicating the country of origin in the particular language required.

The reply from the India Office was to the effect that it had been ascertained from the Government of India that the notification would not be enforced until 1st June 1910.

The member who drew the attention of the Committee to this matter, asked whether any such notice had been issued in Bombay as they were not aware of any.

The Committee of this Chamber in addressing the Collector of Customs on the subject asked whether the alleged order had any foundation in fact, and if so, whether it applied only to Calcutta or to the whole of India.

The Collector in reply stated that the practice of printing Vernacular sentences on piece-goods was not in vogue on this side of India, although he understood that in Calcutta the system did obtain.

The provisions of the Merchandise Marks Act lay down that should any Vernacular words or devices in the form of trade descriptions marked on imported goods, be reasonably calculated to lead persons to believe that the goods were made in British India, a counter indication would be necessary, *vide* paragraph 33 of the Merchandise Marks Manual, page 29.

At the Bombay Custom House it was customary to take the label as a whole and to take action under the above provision when a reasonable presumption of possible error was evident.

It was not proposed to depart from the present practice.

A copy of the Collector's reply was circulated among the members interested in the matter. (*Appendix* **F-2.**)

ASSESSMENT OF DUTY BY THE CUSTOMS.

(See *Report*, 1909, *p.* 123.)

This is a subject that has of late been frequently brought to the notice of the Committee, as there appears to be no clear understanding between importers and the Customs as to whether **duty** is leviable by the latter (Under Section 30 (*a*) of the Customs Act, 1878) on the **importers' selling price**, or on the price at which the local buyer re-sells the goods in the market either wholesale or retail ?

Further on behalf of the trade, information is desired as to whether the Collector of Customs is entitled to arbitrarily fix the price on which duty shall be paid, or is he bound under Section 32 of the Sea Customs Act to retain the goods for the use of Government at the price declared by the importer, if the latter agrees to give up the goods at the declared figure ?

Importers point out that in the Sea Customs Act the "real value" of an imported article is defined as (*a*) the wholesale cash price at which goods of the like kind and quality are sold at the time and place of importation ; or (*b*) when such a price is not ascertainable, the cost at which goods of the like kind and quality could be delivered at such place.

From the above, it appears the Customs assess goods on invoice value only, if what they call the market price or real value is not ascertainable, and the **wholesale cash price** referred to in the Section is the wholesale price at which

the goods are sold in India, and not the wholesale price to the importers. The above ruling has proved to be a hardship to the trade in certain circumstances. One case in point was the importation of an article which the importers sold on a commission of 5 per cent. When this was assessed under the above Customs ruling at the importers' wholesale price no profit was left. But when assessed at invoice value, the 5 per cent. commission could just be made.

According to Section 32 of the Sea Customs Act, it was generally understood that in cases of dispute, the Customs must either accept an importers' declared value or take over his goods. But in the Report of 1909, on the Sea-borne Trade and Customs Administration, it is stated that legal opinion obtained in that year showed that the Customs might impose penalties for a proved under valuation and refuse to take over the goods.

The interpretation of the rules and the ordinary procedure followed by the Customs are felt to be vague and unsatisfactory, and it is generally recognised that the definition for the value of merchandise in its relation to duty might be made more precise, so as to minimize the chances of disputes arising between the authorities and importers. It is hoped that some official pronouncement will be made on this question, though a modification of the existing procedure may not be possible without an amendment to the Act.

TARIFF REVISION.

(See *Report*, 1909, *pp.* 25, 252.)

A reference to the Report for 1909 will show that when discussing the proposed amendments to the **Tariff Schedule** with the Director-General of Commercial Intelligence, the

Sub-Committee of the Chamber appointed for the purpose advocated (1) a reduction of the rates proposed for the various classes of sugar, which they contended were too high, and (2) that the rates on revision each year should be approximately the average rates of the year preceding.

Subsequently, the Committee addressed the Director-General of Commercial Intelligence with reference to a representation made by the Karachi Chamber, and urged that the rates on revision each year should be based on an average of the three preceding years.

On the 8th March 1910, the Karachi Chamber addressed the Department of Commerce and Industry in this matter, and recommended that the average prices each month at the chief Ports be taken (and published) as the material from which to estimate the average price of the year, and that this average price be used as basis for the Tariff Valuation for the year. To avoid, as far as possible, any violent fluctuation in the Tariff Valuation, they suggested that the average prices of the three previous years (calculated as above) be used for arriving at the Tariff Valuation of the following year. The Karachi Chamber asked for the support of this Chamber to their proposals. The Committee accordingly addressed the Government of India supporting them.

The Government of India, however, in a letter to the Karachi Chamber, copy of which was forwarded to this Chamber, stated that they were unable to accept the proposals, as it would involve the abandonment of the principle that import duties should be levied on the real value of goods at the time of import.

In this connection, they explained that the object of the annual revision of Tariff Valuations was to attain as nearly as possible, after consideration of all available information, to the values which will rule in the succeeding year, and the

rates at which large forward business has actually been done are not ignored when these revisions are made. Moreover, the Government of India are always prepared to consider the advisability of revising the valuations, if prices fluctuate to a material extent during the course of the year, and it was open to importers to ask for an intermediate revision of the Tariff whenever the valuation fixed for any particular article exceeds the market value to any appreciable extent.

The Director-General of Commercial Intelligence met a Sub-Committee of the Chamber on the 23rd November 1910, and discussed with them the proposed amendments of the Tariff Schedule.

A copy of the revised Schedule will be found in Appendix **F-3.**

PIECE-GOODS LIST.

(See *Report*, 1909, *pp.* 38, 259.)

In November 1910, the Director-General of Commercial Intelligence informed the Chamber that he had under revision the list of Cotton Piece-goods and stated that after consulting the Collectors of Customs in the matter he was of opinion that certain items might safely be struck out without interfering with the completeness of the list. He submitted a list showing the omissions and corrections suggested by him.

The Committee in reply informed the Director-General that generally speaking they approved of his proposals. (*Appendix* **F-4.**)

THE NEW JAPANESE CUSTOMS TARIFF.

During May 1910, the Chamber received a communication from Government regarding the new **Customs Tariff** pro-

posed to be adopted by the **Government of Japan**, and the Committee were asked their opinion regarding the changed Tariffs so far as they affected Indian Exports.

The Committee, after consulting members interested in the Eastern trade, informed Government that they were of opinion that the enhancement of duties would not materially affect Indian exports, seeing the same did not apply to the chief articles exported to Japan, such as Rice and Cotton. They, however, thought that the retention of the old duty on natural Indigo might be advisable, but they refrained from giving any definite opinion as the export of Indigo principally affected Bengal. (*Appendix* **F-5.**)

CHINESE OPIUM TAX.

It was brought to the notice of the Chamber that Shippers of Opium from this country to China had been subjected to great interference in their trade by the imposition of taxes by the Chinese Provincial Authorities in direct contravention of existing Treaty Rights. The cause of the trouble, it was stated, was the levying of a tax, nominally on prepared opium, by the Provincial Authorities, Kwangtung, and whereby the Raw Opium Trade, had been brought to a standstill and demoralized.

The tax was first mooted in April 1910 and was vigorously protested against by various firms in Hongkong, who received the energetic support of the Hongkong Government, the Chamber of Commerce, and the China Association.

The Tax was alleged to be on prepared opium, but the method of collection was from Raw Opium. Dealers' former licenses were cancelled, and new licenses could only be obtained through a private Chinese Firm, who had received

a monopoly from the Chinese Government. This constituted a distinct breach of Treaties.

Unfortunately for trade in general and incidentally for the Revenues of India, the protests that were made against the levying of the new tax had to be addressed in the first instance to the British Consul General at Canton, who pointed out that the taxation had not definitely been imposed and moreover that it was on prepared and not raw opium, and he declined to interfere.

The Chinese Authorities were not slow in taking advantage of the fact that the attitude of the British Consul General was contrary to that of all the British and Chinese Merchants in Hongkong, and on 7th June they definitely announced that the tax would be enforced from that day.

Since the announcement the Consul General had changed his attitude, and had protested against the tax as a breach of Treaty Rights.

In the meantime, trade was in a demoralized condition, huge stocks had accumulated, and Chinese dealers were contemplating a wholesale repudiation of contracts.

The position generally was further accentuated by the fact that every month the Government of India continued to sell by Public Auction 3,300 Chests of Bengal Opium. So far merchants had supported the market by regularly buying at each Auction in anticipation of an early withdrawal of the Kwangtung Tax and to prevent a general collapse.

As the position was causing considerable anxiety the Committee of this Chamber telegraphed in the following terms to the Government of India :—

"Understanding Opium Merchants have already submitted representations regarding unjustifiable imposition tax

by Chinese Authorities, my Committee desire support protestations in respect of infringement Treaty Rights which is causing heavy and unjustifiable loss to merchants, and in view Government's arranging another auction sale early August urge necessity for Home Government's immediate intervention."

The Government of India in reply stated the matter was receiving the attention of His Majesty's Government and the Government of India. (*Appendix* **F-6.**)

RAILWAYS.

CONSTRUCTION OF BRANCH LINES BY PRIVATE ENTERPRISE.

(See *Reports*, 1895, *pp.* 81, 547 ; 1903, *pp.* 81, 458.)

In June 1910 the Railway Board issued a Notification setting forth the terms on which the Government of India was prepared to consider offers for the construction, by the **Agency of private Companies**, of branch lines forming **feeders** either to State lines worked by the State or to the Railways worked by Companies.

The Resolution as a whole was approved by the Committee but there were certain conditions which they thought might be modified with advantage. They accordingly addressed the Railway Board and drew special attention to the following :—

Para. 2 (*v*). *Telegraphs.*—The charges for supply and maintenance by Government were, in the light of experience, felt to be unnecessarily high. It was suggested that the scale of charges proposed at a recent meeting of the Indian Railway Conference Association might be accepted, *viz* :—

Re. 1 per mile of wire per mensem, plus Rs. 2-4-0 per mile per mensem for posts ; the charge being divisible

between users in proportion to their respective number of wires.

It was also thought that Government might forego their charge of Rs. 40 per mile per half-year for Government supervision and control.

Para. 2 (vii) (a). Equal division of surplus profits with Government.—It was felt that a hard stipulation was made in demanding a half share of profits in excess of 5 per cent. in return for a Government guarantee of 3½ per cent. It could be taken for granted that private enterprise would not promote feeder lines unless there was a prospect of a return of at least 5 per cent. It was therefore probable that Government would never be called upon to pay anything on account of their guarantee, and that the half share of excess profits claimed would merely have the effect of a payment for making a prospectus more attractive.

It was the opinion of the Committee that Government should be content to share in profits over 6 per cent. where concessions are granted on the basis of a fixed guarantee of 3½ per cent.; and that where concessions are on a rebate basis the main line should contribute to assist the feeder line to pay interest up to 5 per cent., excess profits above 6 per cent. being divided.

Para. 2 (ix). Charge to Feeder Company of the Capital cost of road and bridge strengthening.—It is essential that the capital cost of feeder lines should be kept as low as possible, and they are therefore not constructed to a higher standard than is demanded by the traffic in prospect. It was accordingly felt that unless development of their own traffic necessitated it, demands should not be made on branch lines to spend large sums in strengthening the road and bridges when it was unnecessary from their point of view. The condition placed the branch line too much at

the mercy of the main line and might tend to increase the cost of branch lines unnecessarily and consequently make them less remunerative and attractive to the investing public.

The Committee were of opinion that the charge to the feeder company of the capital cost of road and bridge strengthening should only be made when such company was proved to be in a financially sound condition, and so capable of bearing the extra cost without additional burden to the shareholders.

Para. 2 (xviii). *Liability for cost of accidents, etc.*—It appeared to the Committee that in the event of the branch line being constructed and worked by the main line, it would not be fair to burden the former with the consequences arising from what might possibly be a defect in construction, or a want of supervision, for which the main line were at fault. It was felt that it would be difficult to differentiate what was or was not an extraordinary case, and that therefore this paragraph should more clearly define the limitations of responsibility on the part of feeder lines.

In reply to the above representation the Railway Board stated their views on the points raised as follows:—

(1) *Telegraphs.*—The Railway Board did not think that the Government of India would agree to quote special "Telegraph" terms for Branch Line Companies and felt sure that any suggestion that they should do so would meet with a refusal. The suggestion that Government should forego their charge of Rs. 40 per mile per half year for Government supervision and control was not likely to be agreed to.

(2) *Equal division of surplus profits with Government.*—The Railway Board were of opinion that the proposals

made by the Chamber on this point would require the Secretary of State's sanction before they could be adopted, and as it had taken a long time to obtain a revision of the old terms of 1896 it was extremely improbable that the Secretary of State would be willing to alter terms he had only just agreed to, even if the Government of India were prepared to recommend him to do so, a possibility which the Railway Board thought was very remote.

(3) *Charge to Feeder Company of the capital cost of road and bridge strengthening.*—The Railway Board considered that the objection raised in this para. would apply solely to Branch lines worked by the parent line at a fixed percentage. Before the main line could demand the strengthening of any Branch Line Company's railway, they would have to substantiate to the Railway Board the financial and commercial necessity for so doing.

(4) *Liability for cost of accidents, etc.*—The Railway Board stated that this was a common clause in most railway contracts and its intention was that in very exceptional cases Revenue should be relieved of a burden which it might not conveniently be able to meet. As the main line may make such charges to Capital it was not reasonable, when it was working a branch line at a fixed percentage, that it should be liable to pay out of Revenue special charges, which on its own line it might be permitted to debit to Capital.

In conclusion the Railway Board stated that in their opinion there was no likelihood at the time of any alterations in the new terms being proposed by the Government of India to the Secretary of State, and, if proposed, being accepted by him.

The Committee in acknowledging receipt of the above communication and thanking the Railway Board for the

explanations given, expressed their regret that the matter was not submitted to the Chamber for consideration before it arrived at the stage when it became futile to suggest any alterations. (*Appendix* **G-1.**)

RAILWAYS.

MUTTRA-ALIGARH LINK.

(See *Reports*, 1906, *pp.* 41, 267; 1909, *pp.* 28, 282.)

In September 1909, in reply to an enquiry from the Bombay Government as to whether there were any **lines in the Bombay Presidency** which this Chamber wished them to recommend for inclusion in the Railway Board's programme of Railway construction, the Committee stated that, in this Presidency they had no new lines of Railway to suggest, but asked Government to strongly support the linking up, at the earliest opportunity, of **Muttra with Aligarh** as an extension of the **Nagda-Muttra Railway.**

The Government of Bombay in addressing the Railway Board in the matter briefly detailed the previous history of the project and pointed out that, in their opinion, this history failed altogether to support the decision which, they were concerned to note, the Railway Board seemed to have adopted, *viz.*, "that the extension of either of the Bombay broad gauge Railways to Aligarh would be a distinct invasion of the area now served by the East Indian Railway." The construction of the chord had been insistently and frequently urged by the mercantile community of Bombay, the two Bombay Railways, as well as by the Bombay Government, in the interests of the through goods traffic from the United Provinces seeking an outlet at Bombay, and the East Indian Railway did not oppose it.

Further, in the opinion of the Bombay Government the main point for consideration in deciding the issue should be, whether the chord, when built by the State, was to be worked by the East Indian Railway Administration with its declared intention of quoting adverse rates over it for traffic to Bombay (although these are slightly lower than they quote at present from and *via* Aligarh to *via* Hathras and Agra), or whether the interests of the through traffic to Bombay *via* Aligarh were not sufficiently preponderant to warrant the entrusting of the working of the line to one or other of the two Bombay Railways directly interested in that traffic. It seemed to Government that adequate arrangements could be made by the Railway Board in the terms for working the branch to safeguard the interests of the East Indian Railway, in the same way as their interests have been protected in the case of the Agra-Delhi Chord. If the contention that the extension of the Bombay broad gauge Railways to Muttra would be a distinct invasion of the area now served by the East Indian Railway was seriously put forward, it was not clear why a similar contention was not raised by the Government of India against that Administration when it sought and secured sanction for the construction of the Shikohabad-Furrackabad Chord. It was doubtful whether the interests of the B. B. & C. I. Railway Administration were considered in that case; anyhow neither the Bombay Government nor the B. B. & C. I. Administration were consulted in connection with it. In these circumstances Government had no hesitation in strongly supporting the representation of the Chamber.

The Bombay Government further contended that the fact that a substantial quantity of traffic was consigned from and *via* Aligarh towards Bombay, even under the present adverse conditions, demonstrated the existence of a genuine demand

on the part of the trading public in the North-West for direct connection with Bombay, and of a preference for Bombay over Calcutta as the sea-going outlet for this traffic. It seemed unreasonable that such a demand and preference should be denied full satisfaction merely for want of 41 miles of new line representing this Chord which would afford a direct communication, untrammelled by hostile rates, over a line which had its head-quarters and interests in Bombay, and the rolling stock of which could ply right up to the point of junction. The difficulties experienced in getting wagons for goods destined from the North-West for Bombay were understood to be very serious. These difficulties, for which admittedly there was no legal remedy, and the continuance of hostile rates over the East Indian Railway, for Bombay traffic (the effect of which was only diminished slightly by the opening of the Nagda-Muttra Railway, so far as traffic from, and *via* Aligarh was concerned) rendered essential the early application of the last and remaining instalment of the only practicable, though partial remedy for the situation which was urged by Government as early as 1901. Any application by the East Indian Railway for compensating concessions should, Government contended, be dealt with on its merits.

The Railway Board in reply to the above representation from the Bombay Government stated that, in their opinion, the construction of the line was of no material importance to trade as a whole, and that the object of constructing it was to divert existing traffic to other routes. If the line were built as part of the Nagda-Muttra Railway and worked by the Bombay, Baroda & Central India Railway, then Bombay might receive some advantage at the cost of Calcutta, on the other hand if the East Indian Railway built and worked it, then the advantage would lie with Calcutta.

The dislocation which would occur of existing rates and arrangements which were working amicably, if either of the alternatives noted above were carried out would, the Railway Board contended, be of no public advantage.

In connection with this matter the Bombay Government were referred to the Railway Board's letter, dated 26th May 1909*, to this Chamber, and special attention was drawn to the fact admitted by the Chamber that with existing Railway arrangements, Bombay already drew a large amount of traffic from the Northern District.

The above correspondence between the Bombay Government and the Railway Board was submitted to the Chamber by the former for opinion. After careful consideration of the whole question the Committee replied that they entirely supported the views expressed by the Bombay Government, and on the other hand did not agree with the contention of the Railway Board that the construction of the Muttra-Aligarh link would be of no material importance to trade as a whole, on the plea that such a line would merely divert existing traffic from one route to another without in any way increasing its volume.

The Committee pointed out that as far back as 1896, this Chamber, when urging the construction of the Nagda-Muttra line, advocated the extension of the same to **Delhi and Aligarh**; and the reason assigned at the time was the adverse rates ruling for goods traffic between Delhi and other centres of the United Provinces and Bombay, as compared with rates charged over the East Indian Railway to Calcutta. These adverse rates brought into prominence the disadvantage Bombay laboured under from want of direct through communication on lines of one gauge and under one Administration.

* See Report for 1909, page 286.

With reference to the Railway Board's remark that the Bombay Chamber had admitted that with the existing Railway arrangements Bombay already drew a large amount of traffic from the Northern District, it was pointed out that this so called admission instead of weakening the claims of Bombay to direct communication with Aligarh, went to prove the superior position that had already been established by the Bombay trade in the aforesaid Districts. All Bombay asked for was to be allowed legitimate facilities for the carrying on of all such trade whose natural outlet is on the Western Coast. These facilities are withheld at present by the establishment of artificial block rates by the East Indian Railway on all links that connect with the Northern termini of the Nagda-Muttra and the G. I. P. Railways.

It was argued that the Railway Board beg the question, and evade the main point at issue when they say, "that the extension of either of the Bombay broad-gauge Railways to Aligarh would be a distinct invasion of the area served by the East Indian Railway," for there could not be an invasion if an important trade with Bombay already exists in the area referred to, and by parity of reasoning Calcutta could not logically press for retaliatory measures against Bombay when the latter only ask that it should not be hampered and interfered with in its established business.

In summing up the situation the Committee concluded that Bombay's aspiration to have a through line to Aligarh was both fair and legitimate, and that its construction should be proceeded with at the earliest opportunity on behalf of that large portion of trade that finds its natural outlet towards the west. But if for financial or other reasons the construction of the Aligarh-Muttra link was delayed, then the Railway Board, it was felt, should arrange for the

removal of all blocking rates on the East Indian Railway Section which connects with the two broad-gauge lines to Bombay. The Committee considered that no artificial obstructions should be permitted, and that all trade in the Northern Districts should be allowed free movement towards its natural Eastern and Western outlets.

At the Meeting of the Viceroy's Legislative Council held on 3rd January 1911, the Hon'ble Mr. Monteath, the Chamber's representative in the Council, drew attention to the above matter, and asked whether the question of the extension of the Nagda-Muttra Railway to Aligarh was to be set aside, and whether there was any objection to such extension other than that the East Indian Railway might ask for retaliatory measures.

The following is the full text of the reply made by the Hon'ble Sir T. R. Wynne:—"On the authority of the statement made in the Bombay Chamber of Commerce's letter, dated the 25th September 1909, to the Government of Bombay, it may be accepted as a fact that a considerable trade in cotton, grain and seeds is now drawn from Aligarh, Chandausi and Moradabad Districts to Bombay. The attention of Government has been drawn to the statement made by the Bombay Chamber of Commerce that Bombay was suffering through the absence of a shorter route, the difficulties of blocking rates, the delay in the supply of rolling stock and wagons, and that all these difficulties would be removed if one of the Bombay Railways constructed a line connecting Muttra with Aligarh; but in the light of the admission by the Chamber that a considerable trade with Bombay from the districts referred to was being carried on, the inference is that the difficulties complained of were not practically very serious; and taking the claims of Calcutta into consideration, it was probable that Bombay was receiving its fair share of the traffic. As at present advised

the Government of India are not prepared to permit one of the railways, whose head-quarters are in Bombay to construct a line from Muttra to Aligarh. If the line is eventually constructed it will be by some other agency.

"Their reasons for this decision are:—(1) That the construction of this line will practically cause no difference in the distances between Aligarh and Bombay by existing routes when the lengths of the present routes are compared. (2) that a broad-gauge line has been provided for in next year's programme from Biana, a station on the Nagda-Muttra Railway, to Agra, and this will afford a through broad-gauge route from Aligarh to Bombay and avoid transhipment. The construction of this line will be put in hand at once. (3) That, although the objective is apparently only Aligarh, the practical effect of allowing a Bombay Railway to extend there would be to give them access to the whole of the northern area served by the Oudh & Rohilkhand and other Railways and cause a very severe dislocation of existing trade interest centring in Calcutta and other parts of India. The Government of India are not prepared to agree to take any steps which would produce the war of rates and measures of retaliation which would certainly follow if a Bombay Railway extended to Aligarh, and consider that the considerable trade which Bombay now admits it is drawing is a fair share of the traffic of the area it wishes to invade." (*Appendix* **G-2.**)

DELAYS IN TAKING DELIVERY OF GOODS ARRIVING BY RAIL.

New Wharfage Rules issued by G. I. P. Railway.

During the early part of the year considerable correspondence passed between the G. I. P. Railway and the Grain Merchants' Association, with reference to the **congestion at Wari**

Bunder, due, it was alleged, to the slow deliveries by consignees of grain and seeds arriving from up-country by rail.

The Railway contended that a number of trains had been held up on the line owing to the want of space for unloading at Wari Bunder, which, they alleged, was entirely due to the consignees of grain and seed failing to take delivery of the goods on the day or the day after they are unloaded.

The Grain Merchants' Association, on the other hand, asserted that the congestion was due to (1) insufficient unloading space, (2) consignments being mixed and insufficiently marked, and (3) unloading of consignments in places where carts were unable to be taken, except under great difficulty.

As the outcome of the trouble, the G. I. P. Railway issued new wharfage rules, which, in effect, laid down that goods had to be taken delivery of before closing time on the day following that on which they were available for delivery, otherwise a wharfage charge at the rate of one anna per maund or part of a maund, per day or part of a day, would be levied.

The whole correspondence was placed before the Committee by the Grain Merchants' Association, who desired the support of the Chamber in having the Rules either rescinded or modified.

The Committee, in reply, informed the Grain Merchants' Association that, while they realised the difficulties of the work at Wari Bunder, they felt that the Railway Company was making a real effort to remedy the congestion complained of, and that it was to the interest of the trade to co-operate with them in this direction; and that the trade would undoubtedly benefit from the new Rules as the quicker deliveries that would have to be taken would largely do away with the confusion and overcrowding which took place at Wari Bunder.

The Committee at the same time addressed the General Traffic Manager of the G. I. P. Railway in the matter, and stated that they felt that much might be done to improve the handling and quick despatch of the traffic by greater care in the marking of goods at up-country stations, and more systematic stacking of the same prior to delivery, as the defective marking and often non-marking was believed to be the cause of most of the confusion and delay that ensued in Bombay. (*Appendix* G-3.)

PILFERING OF GOODS ON INDIAN RAILWAYS.

A number of complaints reached the Chamber during the year regarding the **pilfering of consignments** booked by rail from Bombay to other parts of India. The complaints were pretty general on all lines, but the E. I. Railway, the Oudh & Rohilkhand Railway and the Southern Mahratta Railway gave cause for the greatest dissatisfaction.

The wine and spirit trade suffered most, though other articles of commerce were also frequently stolen in transit. Every reasonable precaution appears to have been taken by Wine Merchants, and in one case the packing was actually supervised by a Railway Official. Yet few of these consignments reached their destination without an appreciable number of bottles having been abstracted *en route*. In many cases constituents up-country, while expressing their preference for Bombay, have been obliged to transfer their custom to other Ports, owing to the loss and inconvenience they have been put to by the unchecked thieving that existed. It appears there are very few complaints of thefts of goods consigned to stations on the G. I. P., but as soon as the packages cross over to other lines, complaints are frequent and many. No redress, as a rule, is obtainable as each Railway Line repudiates liability.

The following suggestions have been placed before the Chamber as possible remedies :—

(1) That the responsibility for goods which are sent at "Railway Risk" (and therefore pay a higher rate) should be accepted by the line on which the goods are booked; and that, if any subsequent complaint of theft is made, the original booking Company should meet the claim of the Merchant, and itself settle actual liability with other Companies over whose lines the goods had travelled. That is to say "through booking" should mean "through responsibility" to the line that first booked the goods.

(2) That all cases of wines, spirits, etc., should be weighed by the Station Master at station of destination, and the weights compared with those on the original Railway Receipt before delivery is given to the consignee.

(3) That the same rules should exist on all Indian Railways in regard to the carriage of wines, spirits, etc. At present, for example, the Madras and Southern Mahratta Railway will only accept such goods to Madras over their lines at "Owner's Risk."

The whole question received the careful attention of the Committee, but they deferred taking action pending receipt of the report of the Railway Conference at Simla where the above and other similar subjects were under consideration.

DAMAGE BY FIRE TO GOODS IN TRANSIT.

During June 1910 the G. I. P. Railway informed the Chamber that henceforth the Company would not hold themselves responsible for any **damage** arising to goods **from fire.** They stated that in the past they had treated the question with consideration and dealt with claims irrespective of any legal responsibility. But as the amount involved in paying

such claims was steadily increasing, and the demands made were becoming more exacting, the Company was obliged to reconsider the position. They were not legally bound to pay for all fires that occurred, and as all possible precautions were taken, such as loading the cotton in spark-proof wagons and fitting the engines with spark arrestors, the only inference that could be drawn was that the fires must arise from causes beyond the control of the Railway Company. In these circumstances the Company decided in future to decline to meet claims for fire to cotton irrespective of the condition of carriage, and they suggested that such fire risk should be covered in the usual way by insurance.

A copy of the above letter was sent to the Members for their information. At the same time a communication was received from the Bombay Cotton Trade Association explaining the attitude they had adopted in this matter. The Association had addressed the G. I. P. Railway, pointing out that Section 72 of the Indian Railways Act, 1890, provides that the responsibility of a Railway Administration is that of a bailee under Sections 151, 152 and 161 of the Indian Contract Act, 1872; and Section 151 provides that a bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would under similar circumstances take of his own goods of the same bulk, quality, and value as the goods bailed. Section 152 of the same Act provides that the bailee in the absence of any special contract is not responsible for the loss, destruction, or deterioration of the thing bailed if he has taken the amount of care of it described in Section 151 of the Act. The degree of responsibility of a Railway under Sections 151 and 161 of the Indian Contract Act, 1872, had been before a full Bench of the High Court of Calcutta, and it was decided that those Sections merely imposed a liability for negligence; and it therefore followed

that the Railway Company would be liable for any damage caused to goods by fire while in its custody if such damage had occurred through the negligence of the Company. Section 76 of the Indian Railways Act, 1890, provides that it shall not be necessary for the Plaintiff in any suit to prove how the loss, destruction, or deterioration of any goods delivered to a Railway Administration was caused. When, therefore, any damage is caused to a consignment, it lies with the Railway Company to prove that they have taken the care required of them by the Act. Having regard to the above facts, the Cotton Trade Association declined to accept the interpretations of the Act as stated in the Circular letter issued by the G. I. P. Railway.

In view of the above representation of the Cotton Trade Association, the Committee of the Chamber deferred taking any immediate action. The issues involved, it was clearly seen, were purely legal, and it was realised that the Railway could only decline responsibility in conformity with Government legislation. The remedy, therefore, lay in the law in any attempt the Railway made to exceed its legitimate demands on the public. *(Appendix* **G-4.**)

RISK NOTE, FORM A.

Complaints had reached the Committee during the year regarding the procedure followed by the G. I. P. Railway in the matter of **Risk Note, Form A.** It appeared that these Notes were frequently demanded by up-country Station Masters without discrimination as to the condition of the goods tendered. Cases had occurred when a consignee had been obliged to sign a Risk Note, though his consignment of grain had proved to be in perfect condition on arrival in Bombay. In spite of the latter fact, the existence of the Risk Note carried the implication that the consignment was

damaged in some way, and it consequently followed that its disposal in the market could not be arranged for, except at a loss. Such cases constituted a hardship that merchants should not be called upon to bear, and it was urged that measures should be adopted to avoid the continuance of any arbitrary action of this nature.

The G. I. P. Railway, however, contended that in the case of grain and seed, a single cover was not sufficient to protect contents against effects of rain and damp during the monsoon.

The Railway was accordingly addressed by the Committee, and it was pointed out that the above contention was one that could not be accepted by the trade, as grain and seed were universally packed in single bags, and provided these were in good condition, no more could reasonably be expected.

While the Committee quite recognised the necessity of the Company protecting itself against possible fraud, they considered the Railway could not take protection for this under Risk Note, Form A, which was authorised only for use—"when articles are tendered for carriage which are either already in bad condition or are so defectively packed as to be liable to damage, leakage, or wastage in transit."

The G. I. P. Railway in their reply explained that the Company were frequently called upon to pay heavy claims for damages which did not arise from any want of care on their part. That such claims were often the result of consignments being brought to the stations with wet and damaged grain in dry bags. That when the damp percolated to the outside of the bags, the Railway were called upon to meet heavy claims for damage done to the grain.

The Railway did not agree with the Chamber that single covers were sufficient for the protection of grain and seed during the monsoon. Experience, they stated, showed that though such bags were loaded in closed wagons, and covered with sheets, yet the rain drifted through the crevices of wagons and caused damage to the bags. This they considered would not have happened had the grain been packed in doubled bags.

Another feature that the Railway brought to the notice of the Chamber was the practice of using the same bags for several journeys, and when these were tendered for despatch they naturally had a damp and stained appearance, with the result that when they reached their destination a claim was promptly made by the consignee if no Risk Note was held.

They further stated that in the case of the more delicate seed, damage often arose from the dampness of the atmosphere alone, and that taking all the circumstances into consideration it was considered necessary to generally demand Risk Notes for the conveyance of grain and seed during the monsoon months. The Company's policy however was not to get behind the risk note in all cases. That when damage to a consignment had been the result of carelessness on the part of the staff they always paid the claim although protected by the Risk Note Form A.

The Committee in replying to the above letter pointed out that the Railway had not attempted to remove the main objection to the general use of the Risk Note, namely, that its existence implied that goods had been received for despatch in a damaged condition or with insufficient packing and that in consequence buyers continued to refuse taking delivery of such consignments. Further that merchants could not be expected to use double bags because defective wagons ad-

mitted rain, and neither could the trade be saddled with the enforced acceptance of Risk Note A, on the chance of goods being damaged. And, lastly, it was pointed out that if old bags were used the receipts in such cases could specify the fact, or if wet grain was found in dry bags, the receipts might be endorsed accordingly, but the Committee could not admit that the Railway had a right to indiscriminately take protection under Risk Note A, when such a course constituted a serious hindrance to trade.

The Committee decided to defer further action till the Railway Company had informed them of their decision in the matter. (*Appendix* G-5.)

RISK NOTE FORMS B. & H.

PROPOSED ASSIMILATION OF ENGLISH AND INDIAN FORMS.

The Railway Board in October 1910 informed the Chamber that representations had been made to them urging that Railway Risk Notes B. and H. should be assimilated to those in use in England. They stated that they were prepared to take this matter in hand, but before doing so wished to draw attention to the fact that if they, in order to meet the demands of trade, altered these Risk Notes so as to throw greater liabilities on Railway Administrations, the latter would be in a position to raise the rates at which goods would be carried under these revised Risk Notes provided the maxima rates which the Railway Companies were authorised to quote were not exceeded.

They, therefore, wished to have the Chamber's views on this important point.

The Committee in the first instance consulted the Chamber's Solicitors as to whether the proposed alteration would be beneficial to the Commercial Community, and whether the

change would make it more difficult to fix responsibility and recover loss from Railways in India. The Committee also enquired as to what course the Chamber should pursue in the matter so as to best safeguard the interests of trade.

The Solicitors in reply stated that the proposed alteration would be partly beneficial to the Commercial Community and partly not so, and after making a detailed comparison between the present and proposed clauses, recommended the Chamber to approve of the adoption of the new clause, subject to the addition of words to the effect that the Railway would not be exempted from liability for loss, damage, misdelivery, delay or detention when such loss, etc., arose from wilful neglect on the part of the transport Agents or carriers employed by the Company.

Before replying definitely to the Railway Board, the Committee consulted the various Chambers in India on the subject. Their replies, however, were not received in time for this report. (*Appendix* G-6.)

COST OF CABLE REPETITIONS.

It was brought to the notice of the Chamber that whereas the **cost of cable repetitions** had been considerably reduced at home, the charge in India remained unaltered.

Regulation XVII of 1909, Revision (Lisbon), reads as follows:—

> "In case of a repetition asked for by the addressee, the latter must pay the full charge for each word to be repeated; the minimum charge is 1 franc in the European regime. This charge includes the cost of the reply."

The full charge for each word from India to Europe is Rs. 1-8-0 so that it would appear that the cost of the service repetition should be Rs. 1-8-0 only, instead of Rs. 7-8-0 for one word and Rs. 3 for every additional word, as paid here.

In a letter addressed to the Chambers of Commerce in Great Britain, dated 17th May 1909, by the General Post Office, London, the following passage occurs :—

> "The method of charging for repetition at the request of the addressee for the purpose of obtaining the verification of passage or words supposed to have been incorrectly transmitted is modified so as to reduce the cost to the public."

Seeing that the cost had been reduced at home, it seemed to the Committee only reasonable that India should receive a similar advantage. They, therefore, addressed the Director-General of Telegraphs in the matter and expressed the hope that the question would receive his personal attention.

Up to the time of issuing this report no communication had been received from the Director-General, beyond a formal acknowledgment and a statement that the matter was receiving attention. (*Appendix* **H-1.**)

DEPOSIT SYSTEM OF ACCOUNTS.

(See *Reports* 1908, *pp.* 52, 99, 282, 287; 1909, 42, 350.)

In the Chamber's Report for 1909, pages 42—45, it was stated in the concluding paragraph, that the Government of India desired it to be understood that it was their wish to make the **charge for deposit accounts** as low as possible, and the Director-General had been requested to submit a special report when the system had been in force for a year, and the Government of India would then consider whether any reduction could be made in the charges.

This report was duly received by the Government of India from which it appeared that under the arrangements then in force, the deposits were held in the form of securities on which depositors drew interest.

This system prevented telegrams being stamped in Telegraph Office before despatch as it was impossible to operate on the deposits daily, and there were accounts objections to operating on Government Funds for the purpose. The messages were, therefore, to all intents and purposes, sent bearing, a settlement of all charges incurred being made at the close of each month. This procedure involved special treatment of the messages and the maintenance of a special staff in the Telegraph Check Office for the purpose.

The expenditure entailed in maintaining the deposit accounts under this system was such that the Government of India were unable to make a reduction in the charge of Re. 1 for every 25 telegrams, at present made.

It had, however been represented that if the deposits now held in the form of securities were converted into cash, and if all new deposits were made in cash, the messages could all be stamped before despatch in the Telegraph Offices of origin, and the maintenance of a special staff in the Check Office would be unnecessary. The expenditure involved in keeping these accounts would, in consequence, be less than at present, and the Government of India would be in a position to reduce the present commission from Re. 1 to annas 12 for every 25 messages, if this system were adopted.

The Government of India were of opinion that this arrangement would probably be acceptable to the firms who make use of the Deposit System, but before deciding to give effect to it, they asked for the views of the Chamber on the proposal.

The Committee, therefore, decided to send a copy of the Government of India's letter to all Members with a request that they would submit their opinion thereon.

From the replies received from the Members, it appeared that the consensus of opinion was against the proposed change for the following reasons :—

1. If the Deposit be in the form of Government paper, the Depositors obtain the interest accruing thereon, say Rs. 35 per annum on a Promissory Note for Rs. 1,000 : this amount very nearly, if not fully, covered the commission payable by a firm whose average monthly bill for telegraph charges amounted to Rs. 900, necessitating a deposit of Rs. 1,000.

2. If the system be altered, it would mean a loss to Depositors of the interest now drawn on their deposits, but as an offset to this, a reduction was proposed in the rate of commission charged, *viz.*, from Re. 1 to annas 12 for every 25 messages despatched. In the case of the firm cited above, this would mean a saving of Rs. 10 in the year's commission bill, but a loss of Rs. 35 in interest on their security.

3. The alteration contemplated would, therefore, amount in practice to a considerable enhancement of the present charge.

The Committee, accordingly, addressed the Government of India on the lines indicated above, and at the same time drew attention to the system in force in connection with charging **commission on deposits for repetition of telegrams,** bearing in mind the fact that such repetitions are almost invariably called for as the result of, and in the endeavour to correct, mistakes made by the Telegraph Department in transmission. The Committee failed to see what grounds the Telegraph Department had for charging a commission to the public for rectifying its own errors, and, therefore respectfully submitted the matter for the favourable consideration of Government. (*Appendix* **H-2.**)

HOURS OF POSTING REGISTERED LETTERS.

In February of the year under review, the Post Office issued notices to the effect that the time for **posting Registered Letters** had been fixed at 6 p.m.

The Committee, therefore, addressed the Postmaster General, pointing out that the hour mentioned would cause great inconvenience to business men, as there were few firms in Bombay that could close their correspondence so early as 6 p. m.

It was suggested that the time for closing the Madras registered Mail be deferred from 6 to 7-30 p. m., and for Calcutta to 7 p. m., or at least not earlier than 7 p.m., for both these Mails.

The Postmaster General in reply stated that as a result of the Chamber's representations in the matter, he had decided to fix the time at 6-30 p. m. for posting registered letters, which the Committee felt was a distinct gain to the mercantile community. (*Appendix* H-3.)

DESPATCH OF GOLD BULLION BY POST.

On the 2nd July 1910, the Postmaster General, Bombay, issued the following notice:—

> "The Government of India have issued orders that no postal article containing gold bullion of value exceeding rupees three hundred in all shall in future be sent by means of inland post."

The Committee did not see the necessity for this new ruling, as for years it had been the practice of Banks and others to despatch gold up-country through the medium of the Post Office, and no indication had been given that this practice was beyond the capacity of the Postal Department, or was in any way against the interests of Government.

They, therefore, addressed the Government of India in the matter and requested to be informed as to the necessity for so curtailing the long standing facilities for utilising the Post Office.

The Government of India in reply stated that it had been brought to their notice that the facilities offered by the Post Office for the transmission of gold bullion through the post had been systematically abused, and numerous instances had occurred in which parcels containing gold valued at many thousands of rupees had been insured for a nominal value. The remittance by post of large quantities of gold, especially when the parcels are under-insured, imposes great responsibility on the Post Office and places undue temptation in the way of the postal officials through whose hands the articles pass, with the result that a number of very serious cases of loss of such parcels had occurred. The Government of India considered that it was outside the legitimate scope of the Post Office to undertake the conveyance of large quantities of gold by parcel post. They had accordingly decided after a careful consideration of the question to restrict the value of gold bullion that may be sent in one parcel to Rs. 300. This limit was sufficient to meet the case of the ordinary private individual who wished to despatch or receive gold through the medium of the post, and it had been enforced for some years in regard to the amount of gold specie which may be transmitted by post. (*Appendix* **H-4.**)

POST OFFICE HOLIDAYS.

The Government of India in a Resolution, dated 29th October 1910, stated that they had under consideration the question of increasing the number of **Post Office Holidays.** Formerly holidays were given in the Post Office on Sundays, New Year's Day, Good Friday, the King's Birthday and

Christmas Day, but even on these days very few of the Postal Officials could be allowed complete relaxation from work, as certain duties must be performed in connection with the delivery and despatch of Mails which necessitated the attendance for some period of the day of the majority of the staff of the various offices.

Representations had been made to the Government of India that the general liability to work on Sundays and Holidays constituted a grievance in the case of its large body of Post Office employés, for which a remedy should be found. It was recognised that it would be impossible to allow the staff of the Post Office as many holidays as were enjoyed by most other Government servants, but inasmuch as work in business offices was either stopped altogether or greatly curtailed on the more important public holidays, it had been represented that there would be no serious objection to increasing the number of Post Office Holidays by six days to be selected as far as possible from those Gazetted under the Negotiable Instruments Act. Most of these Holidays are granted on account of important religious festivals, and the duties of Postal servants prevent them to a large extent from attending and taking part in these observances to which many of them attach great importance. The six additional Holidays would not necessarily agree in the different postal circles but would be arranged to suit local conditions.

It had accordingly been proposed that six new holidays should be held on the days of the following festivals :—

For all Circles except Madras and Burmah.—

1. Muharram.
2. Holi or Doljatra.
3. Janmastami or Gokulastami.

4. Id-ul-Fitr or Ramzan.
5. Desehra or one day of Pujas.
6. Divali or Kali Puja.

For Madras.—

1. Pongul.
2. Mahasiva Ratri (or Telugu New Year).
3. Avani Avittam (or Tamil New Year).
4. Mahalaya Amavasi.
5. Id-ul-Fitr or Ramzan.
6. Dipavali.

For Burma.—

1. Muharram.
2. Burma New Year.
3. Beginning of Buddhist Lent.
4. One day of the Pujas.
5. End of Buddhist Lent.
6. Tazaundaing.

A copy of the above resolution was forwarded to the Chamber for an expression of opinion on the proposals it contained.

In reply the Committee stated that they did not see any objection from a commercial point of view to the said increase, provided the days chosen were those already recognised as important holidays when offices were largely closed to business; and further that the Mail Services should not be interfered with by any such holidays. The Committee intimated that with these reservations they would gladly support the suggestion of affording further relief in the matter of holidays to the employés of the Postal Department. (*Appendix* H-5.)

INDIAN STEAMSHIPS ACT, 1884.

Through the courtesy of the Port Officer, Bombay, the Chamber was furnished with a copy of the under-quoted draft of a Notification which it was proposed to issue under the Indian Steamships Act, 1884 :—

MARINE DEPARTMENT.

Bombay Castle, 26th January 1910.

No. 59.—The following draft of a Notification which it is proposed to issue under the Indian Steamships Act, 1884 (VII of 1884), is published as required by Section 42 of the said Act for the information of persons likely to be affected thereby and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 1st day of March 1910.

2. Any objection or suggestion which may be sent to the Secretary to Government, Marine Department, by any person with respect to the draft before the date fixed aforesaid will be considered by the Governor in Council.

In exercise of the powers conferred by Section 24 of the Indian Steamships Act, 1884 (VII of 1884), and with the previous sanction of the Governor General in Council, the Governor in Council is pleased further to amend the rules made under the said Act to regulate the making of surveys of steamships at the Port of Bombay and published in Government Notification in the Marine Department, No. 8, dated the 30th January 1888, as follows :—

Amendment.

For No. 14 of the said rules, the following rule shall be substituted, namely :—

" 14. The fee payable under rule 13 shall be deemed to cover three visits of a Surveyor.

An additional fee at the rate of Rs. 10 shall be payable for every extra visit that a Surveyor makes, with the approval of the Port Officer, before he is able to grant his declaration."

LIGHT AT THE MOUTH OF THE INDUS.

During August 1910 the Karachi Chamber drew the attention of the Bombay Government to the above question, pointing out especially the grave danger to shipping during the hazy weather that usually accompanies the South-West Monsoon, when vessels going aground have very little chance of getting off again.

It was then advocated that either a light-house or a light-ship should without delay be placed in the neighbourhood of the Hajamrao mouth of the Indus.

The Committee were favoured with a copy of the above representation and in addressing the Government they strongly supported the Karachi Chamber's proposals. In the reply received it was stated that the Governor in Council was anxious to arrive at a right decision in this important matter, and in order to assist consideration it was desirable to have before him in greater detail the opinion of the Commercial Community, and more especially of the Shipping Companies owning or managing the great trading lines.

The main points put forward, on which further information was required, were—

(*a*) Whether a light was required at the Hajamrao mouth ?

(*b*) Whether navigation with careful soundings was not perfectly safe in these waters ?

(*c*) If a light was considered necessary should it be a light-house or a light-ship ?

(*d*) And, lastly, would the Shipping Companies be willing to pay the light-house dues that would have to be imposed for the maintenance of the light-house or light-ship ?

The above information was placed before the various Shipping Companies in Bombay, and the Committee have addressed Government according to their recommendations. (*Appendix* **I—1.**)

FIRES ON VESSELS CARRYING INDIAN COAL.

(See *Report*, 1908, *pp.* 69, 330.)

This subject was brought to the notice of the Chamber once before in May 1908 by the Bombay Port Trust, but nothing definite was then ascertained, and no remedial measures were proposed.

In May 1910 the Port Trust again addressed the Chamber, forwarding a statement showing particulars of coal vessels arriving in this Port that were on fire, covering a period from 1st January 1907 to 1st July 1910. The statement showed the serious nature and the frequency of fires in ships loaded with Bengal Coal, particularly at certain seasons of the year.

The Committee submitted the abovementioned statement to the Bengal Chamber, who when replying forwarded a copy of a letter they had received from the Calcutta Marine Insurance Agents' Association. The letter stated that they had no recent information on the subject; but that in 1904 they had communicated with the Indian Mining Association, pointing out that these fires appeared to originate where the

greatest accumulation of "slack" and "small" coal existed, namely, just under the hatches, owing to the system of loading, whereby the coal is all dumped down in one place, allowing the larger coal to spread out, while the small accumulates in one spot. The Mining Association were of opinion that certain varieties of coal were more liable to fire than others, and that the ordinary temperature of the hot dry months would probably suffice to start combustion in the case of the more sensitive varieties.

In a letter, dated 8th September 1908, to the Indian Mining Association, the Chief Inspector of Mines in India suggested certain precautions, full particulars of which, together with further information regarding conditions favourable and unfavourable to the oxidation of coal, the physical properties of coal and remedies proposed for extinguishing fires on board, will be found in *Appendix* I-2.

EXAMINATION AT KARACHI OF OFFICERS AND ENGINEERS OF THE MERCANTILE MARINE.

In 1894 a recommendation was made to the Government of Bombay by the Port Officer, Karachi, that a Board of Examiners for the examination of Officers and Engineers of the Mercantile Marine for **certificates of competency** in the Merchant service should be established **at Karachi.** The proposal did not receive the support of the Commissioner in Sind and the question was dropped. The matter had however been revived by the Commissioner in Sind, who, after consulting the Karachi Chamber of Commerce, the Port Trustees, the Chief Commissioner of Customs in Sind and the Collector of Karachi, represented to the Bombay Government that the want of arrangements for holding an examination of the kind at that place caused great inconve-

nience to shipping and that cases had occurred in which the Port Officer, Karachi, had been obliged to have recourse to the irregular course of issuing provisional certificates to enable vessels to proceed to a Port where the requisite certificates could be obtained. The Commissioner was of opinion that the rapid development of the Port of Karachi, since the proposal was last rejected, had materially altered the situation, and he thought that the time had arrived for providing at that Port the same facilities for the grant of certificates to Masters, Mates and Engineers of sea-going ships as existed at the Ports of Calcutta and Bombay.

The Commissioner recommended that the Board for the examination of candidates for Certificates of Competency as Masters and Mates under Section 10 of the Merchant Shipping Act should be constituted as follows :—

President—The Port Officer, Karachi ;

Members—Assistant Port Officer, Karachi, and the Lloyd's Surveyors ;

and that the Board of Examiners under Section 36 of the Indian Steamships Act, 1884, would be nominated by the Commissioner.

On receipt of this representation the Commissioner in Sind was asked by the Bombay Government to report on the number of cases between the years 1895 and 1909 in which the Port Officer, Karachi, had been obliged to issue provisional certificates, and to quote instances, where great inconvenience had been caused to shipping by the absence of arrangements for examination at Karachi and where provisional certificates had not been granted. In reply the Commissioner forwarded a report from the Port Officer, Karachi, who stated that no provisional certificates had been granted for the reason that such certificates were illegal, and stated

that the records of the Shipping Officer at Karachi showed that ten cases had occurred in which vessels in Port had to leave without their full complement of certificated officers, some of whom had to be left behind owing to illness or other causes, and quoted eight instances in which inconvenience had been caused to shipping by the absence of arrangements for examination at Karachi.

In laying the above facts before the Chamber, the Bombay Government stated that the Governor in Council had been advised that the increase in shipping had in no way altered the situation in Karachi with regard to the necessity of holding examinations at that place, for Karachi was not a terminal but an intermediate port of call for vessels trading with the Persian Gulf, Aden and Ceylon with the ports on the coast of India and places West of Suez. It had been ascertained that only ten vessels out of the seven hundred and seventy-six which went direct to Karachi from Western Ports through the Suez Canal loaded there and proceeded west in the same manner.

With regard to the instances of alleged inconvenience quoted by the Port Officer, Karachi, it was observed that similar difficulty was experienced in all Eastern Ports, including ports at which examinations are held, and the introduction of examinations at Karachi would not prevent or meet such cases as the Port Officer had quoted, inasmuch as experience in the examination of officers and engineers in the Mercantile Marine in Calcutta and Bombay tended to show that they were never prepared to appear for examination if suddenly called upon to do so, and if they attempt, the examination in such conditions, failure generally follows.

Several other objections were also raised against holding an examination at Karachi, and in view of the diversity of opinions expressed, the Chamber was asked to obtain the

opinion of Shipping Companies on the proposal and communicate it to Government.

The whole matter was duly placed before the Shipping Firms in this Port, who, it was ascertained, were practically unanimous against the proposal. Government were, therefore, duly informed that from information received, the Committee were able to agree with the arguments put forward by Government, and considered it quite unnecessary to arrange for such a Board at Karachi, as was proposed by the Commissioner in Sind. (*Appendix* I-3.)

DISTRESSED EURASIAN AND EAST INDIAN SEAMEN.

The Shipping Master, Bombay, informed the Chamber that the Committee on Distressed Colonial and Indian subjects, in submitting their report to the Secretary of State for the Colonies, had come to the conclusion that, in order to prevent **Eurasian and East Indian Seamen** becoming distressed in the United Kingdom, Masters of Vessels (British and Foreign) when engaging them on European Articles at Ports in India should be required to give an undertaking to repatriate them if the voyage terminated elsewhere than in British India. The Shipping Master therefore asked for the views of the Committee on the subject.

After consulting the Agents of the various Shipping Companies in Bombay in the matter, the Committee stated that, in their opinion, Sections 184 and 185 of the Merchant Shipping Act, 1894, appeared to provide for such a contingency arising as was referred to by the Shipping Master; and, if such was the case, they considered there was no reason for requiring Masters of vessels to give such an undertaking as was suggested.

In a further communication the Shipping Master asked for a definite opinion of the Committee as to whether Masters of Vessels (British and Foreign), when engaging Eurasians and East Indians on European Articles of Agreement at Ports in India, should be required to give an undertaking to repatriate them, if the voyage terminated elsewhere than in British India, with a view to *preventing* such seamen becoming distressed.

The Committee in reply stated that they were of opinion that the undertaking referred to would act somewhat as a restriction and tend rather to curtail the employment of Eurasian and East Indians in future. To prevent the distress of such seamen when voyages terminated elsewhere than in British India, it would be sufficient, the Committee thought, if the Shipping Master was required to draw the attention of Masters of Vessels to the provisions of Clause 185 of the Merchant Shipping Act, 1894, which appeared to fully provide for such contingencies. (*Appendix* I-4.)

IMPORTATION OF CHOLERA FROM NASIK.

(See *Report*, 1909, *pp.* 86, 598.)

A reply from the Government of Bombay to the Chamber's representation (*See* Report for 1909, p. 86) on this subject was received in April and was to the effect that the suggestion made by the Chamber regarding Quarantine Camps was not one that commended itself to the Governor in Council.

The imposition of Quarantine would involve the detention of outgoing pilgrims for at least 3 days (the average incubation period of Cholera), the disinfection of all their belongings, and not improbably the gratuitous feeding of the greater number of them. In the case of the Sinhast fair at Nasik, it is estimated that accommodation for at least 20,000 persons

would be required. It would also not be possible, Government stated, to organise quarantine at Nasik without a rigid cordon around the town, which would prove an intolerable nuisance to the townspeople generally, who would also be liable to quarantine, greatly to the dislocation of business.

The suggestion that special pilgrim trains should be run on the occasion of special festivals was approved of by the Governor in Council, and it was to be brought to the notice of the Railway Administrations.

It was added that the scheme for an improved water supply at Nasik will have been completed long before the next Sinhast fair. In order to enable the Municipality to carry out the scheme Government have promised a free grant of Rs. 2,44,478 and a loan of 1½ lacs of Rupees. The new works include a supply of good water to the town; the impounding of an increased volume of water in the river, so that there will be a greater flow through the bathing and washing pools (Koonds) in the river bed, and provision for flushing them at more frequent intervals than is possible under existing conditions.

The improved water supply and drainage system and stricter conservancy arrangements along the river-side frequented by pilgrims will, it is hoped, cure the evil at its source by preventing altogether the periodic outbreaks of cholera at Nasik.

In acknowledging this letter the Committee of the Chamber took the opportunity of drawing Government's attention to the desirability of taking further precautionary measures against the **importation of small-pox** into Bombay by returning Haj Pilgrims.

The Committee suggested two precautionary measures—(*a*) compulsory vaccination at Bombay prior to the Hajis'

departure for Jeddah ; and (*b*) the formation of a Pilgrim Camp, where Hajis could be under observation until examined and passed free from infection.

The Committee thought the Turkish Government might support the first proposal as it would be beneficial to Jeddah and Mecca and would relieve Pilgrims of the risk and personal inconvenience to which they are now subjected.

The second proposal would entail some additional expense, but the Committee stated there did not appear to be the same insuperable difficulties in the way as those referred to in connection with the Camps at Nasik Fair. The Hajis might be sent at once to their destination from the Camp, without allowing them to mix with the local population.

It was instanced that such arrangements are carried out at the Tataparai Camp near Tuticorin, which is successfully maintained by the Ceylon Government, to prevent the importation of plague from India to Ceylon.

The Government of Bombay in reply stated that while they were opposed to any measure of compulsion they were anxious to give every possible facility to pilgrims to undergo vaccination. From the Press Notes (which will be found in the Appendix) it will be seen that every endeavour is being made to make vaccination popular among intending Pilgrims in Bombay as well as in other Provinces.

With reference to the establishment of an Observation Camp in Bombay for the returning Pilgrims, Government stated that nearly 70 per cent. of the Pilgrims proceed at once to the Railway station or leave this City within a day or two after arrival.

Detention in their case would be regarded as a vexatious hardship ; they would spend what little money they possessed

and thus would swell the number of indigent Pilgrims in Bombay. The existing Musafarkhanas practically serve as places of observation.

In these circumstances the Governor in Council did not think it necessary to take any action towards the establishment of an Observation Camp in Bombay for Pilgrims returning from the Hedjaz as proposed by the Chamber. (*Appendix* J-1.)

BILLS OF LADING FOR EXPORT CARGO.

The attention of the Committee was drawn to this question by a member, who stated that the form most generally in use was known as the "Eastern Form" which was adopted by the Chamber many years ago.

Some firms, however, had their own special forms which contained exceptionally stringent clauses, which would not be accepted by exporters, were they to examine them critically.

It was suggested that the question of Bills of Lading might be fully considered by the Committee, the points for decision being—

(*a*) In the event of ships' Agents and Shippers disagreeing as to the form of Bill of Lading, what is the proper procedure, and how can the matter in dispute be decided?

(*b*) The Chamber of Commerce having adopted an "Eastern Form," should not members of the Chamber be bound to accept such form?

(*c*) If, on examination, it is found that the majority of Owners and Shipping Agents are dissatisfied with the present form of Bill of Lading adopted by the Chamber of Commerce, whether it would not be desirable to appoint a joint Committee of

Shipowners and Bombay Exporters, to prepare, in consultation with the most experienced legal advice obtainable in England, such a form as would be acceptable to all parties interested and thus avoid the present irregular practice and the chances of disputes arising ?

The member was informed that the subject had been considered and its whole history carefully studied : and the Committee were of opinion that under existing conditions it would be difficult, if not impossible, to introduce the change desired.

Although the Chamber adopted the Eastern Form on 28th August 1872 the resolution was subsequently rescinded on 14th July 1882, as the system of a uniform form was found inexpedient, and from that time no special form had been recognised by the Chamber. Moreover, in 1882-83 the Chamber declined to consider a proposal from the Liverpool Shipowners' Association for a new form.

It was therefore felt that nothing could be done in the direction suggested unless there was a general consensus of opinion in favour of a change, and even then it was considered doubtful whether any action of this Chamber could be made binding on all.

BILLS OF HEALTH TO VESSELS LEAVING BOMBAY.

On the 6th May 1901 the Government of Bombay issued a Notification prescribing certain temporary regulations under Section 2 of the Epidemic Diseases Act, 1897, with the object of preventing the spread of Plague by sea from the minor Ports in the Bombay Presidency.

By these regulations, vessels sailing from any place in the Bombay Presdiency for any Port out of India were required to stop at one of the following Ports, *viz.*:—

Karachi, Broach, Surat, Bombay, Ratnagiri or Karwar for the purpose of medical inspection of the crews and passengers and the disinfection of their bedding and kit, and the Customs Authorities at all other Ports were required to refuse port clearance for Ports out of India. On the 17th December 1908 a further Notification was issued, intimating that the Rules prescribed above were not to apply to persons embarking in vessels proceeding to Ports in India (including Burma).

Previous to the issue of the latter Notification, vessels bound for Ports out of India, *via* coast Ports in the Bombay Presidency, obtained bills of health from Bombay, and were bound by the former Notification, so far as passengers taken on at other Ports in the Bombay Presidency were concerned. The Health Officer of the Port of Bombay, however, pointed out to the Bombay Government that as the granting of Bills of Health from Bombay to such vessels was irregular under the second of the above mentioned Notifications, he had discontinued the practice, and vessels calling at Ports in the Bombay Presidency before leaving India had to act in accordance with the former orders. He also stated that, there were some vessels which sail for East Africa *via* Marmagoa only, and, although the latter Port is treated as a coast Port in India for the purposes of the second Notification, it could not be held to be a Port in the Bombay Presidency for the purposes of the first Notification, seeing that Port clearance for foreign ports could be obtained there irrespective of the orders in question.

The Health Officer intimated that, in these circumstances, he was giving Bills of Health to vessels which call at Mar-

magoa as bound for that port *en route* to....., on condition that the master of each gave him a certificate that he was not taking passengers from Bombay to Marmagoa. This procedure was, in his opinion, fair, as British Bills of Health were required at foreign Ports for vessels leaving Bombay, and as long as such be only given as to Marmagoa, the first port of call, passengers taken on there were covered by a Portuguese Bill of Health and foreign authorities were satisfied. He therefore requested that the procedure adopted by him be approved, and that he be permitted to give Bills of Health to such vessels, provided passengers be not taken from Bombay to Marmagoa.

The whole question was referred to the Chamber by the Bombay Government for an expression of opinion.

The Committee, in reply, stated that whilst the procedure proposed in regard to granting Bills of Health for steamers proceeding *via* Marmagoa to East Africa might be introduced, it was not desirable the same should form a precedent. The examination of crew and passengers, and disinfection of baggage should, as a general rule, the Committee contended, be undertaken at terminal Ports and not at intermediate Ports, where facilities do not exist for sending all hands on shore whilst steamers lie in open roadsteads. (*Appendix* J-2.)

LANDING AND SHIPMENT OF GOODS DURING THE BUSY SEASON.

The Port Trust, in December 1909, addressed a letter to the several firms doing business at the Docks, inviting their co-operation and assistance in matters relating to the **landing and shipment of goods** during the season, which, it was anticipated would be one of unusual activity involving great pressure on the accommodation in the present Docks.

In March 1910, in addressing the Chamber, the Trustees stated that they had had under consideration the question of the very serious congestion at the Docks.

Various measures to afford relief were discussed, and it was finally decided that the Docks Superintendent should, whenever possible, arrange with Agents and Charterers to take in overside cargo before coming into Dock, and also that the minimum rate of loading prescribed in the Dock bye-laws Nos. 13 and 14 should, with effect from 1st May 1910, be altered to :—

For first three days	...	...	...	1,500 tons
,, five days	...	...	...	3,000 ,,

and thereafter 600 tons per day, and that the change should be notified at once.

The Port Trust, in reply, were informed that the intended change in the minimum rate of loading had been notified to steamer Agents and Shipping Firms.

At the same time, the attention of the Trustees was drawn to the great congestion of traffic in the Docks, as it was believed to be a contributory cause of delay in loading. The Committee considered it was desirable that every facility should be provided for the free movement of traffic within the Docks, and hoped the matter would receive early consideration.

The Port Trust, in reply, stated that 16 to 18 thousand loaded carts passed daily through the gates, in addition to the passenger traffic, the transhipment traffic, and carting of rail-borne consignments from the rail-borne cargo sheds within Dock limits, while private carriages of Agents, Charterers, &c., which are brought into the docks themselves, formed a very considerable item in the congestion.

Charterers of vessels, it was stated, were often responsible for further seriously congesting the roads by bringing in large amounts of exports for vessels, which were shut out, amounting in some cases to 2,000-4,000 bags. Besides seriously hampering the work of the vessel following in the berth, these large amounts of shut-out cargo had to be carted through the docks to another berth.

Again, Shippers were responsible for rushing in large amounts of exports over and above the amount given permission for by Dock Officers, the consequence being that a block ensued and a berth had often to accommodate nearly twice the amount of goods arranged for.

The Collector of Customs had been addressed to allow goods on "Cutcha" passes to go out of the nearest gates and if this is agreed to, it would help to minimise cross traffic within the Docks to some extent.

The Port Trust concluded by stating it would be of great assistance in the management of the Docks if members of the Chamber could be impressed with the importance of working with the Dock Officials, so that the amount of goods to be received in a day could be properly regulated and controlled.

The Chamber in reply to the above acknowledged the great improvement that had been effected in the regulation of traffic, but stated that further efforts in this direction were necessary. One of the chief causes of congestion was the careless way in which import cargo was dealt with, more especially in C, D, E and F berths in Prince's Dock.

If this cargo was stacked more closely and under some recognised method, more space would be available and congestion would be appreciably relieved. (*Appendix* **K.**)

INCREASE OF TRUSTEES ON THE PORT TRUST BOARD.

(See *Reports*, 1907, *pp.* 4, 131; 1908, *pp.* 75, 354; 1909, *pp.* 67, 443.)

A reference to the Report for 1909 will show that the Committee memorialised the Government of India in regard to the summary manner in which the Bill amending the Bombay Port Trust Act was passed into law. A reply was received from the Government of India in April 1910 in which it was stated that His Excellency the Governor General in Council fully recognised the weight of the objections to the Bill which were set forth in the memorial in question: and that, before arriving at a decision in the matter, those objections, together with the opinions expressed on them by the Government of Bombay, received careful consideration. The conclusion arrived at was however that it was not desirable to take so unusual a step as that of refusing assent to a law passed by the Legislative Council of His Excellency the Governor of Bombay on the grounds set forth in the memorial.

The matter was discussed by the Committee with the Hon'ble Mr. B. Robertson, Member for the Department of Commerce and Industry, on the occasion of his visit to the Chamber in August 1910, and it was then decided to wait and see how the newly constituted Trust worked in practice before taking any further steps. (*Appendix* **L.**)

STORAGE OF LIQUID FUEL ON PORT TRUST PREMISES.

The question of **storage of Liquid Fuel** was brought to the notice of the Chamber by certain local firms, as in their opinion the existing arrangements did not meet the needs of the growing trade in this commodity.

It would appear that this fuel could only be stored in one tank belonging to the Asiatic Petroleum Company at Mody Bay, and that the Port Trust would not even guarantee that this tank would remain there after the expiry of the lease in April 1911. As a consequence the above Company could not enter into contracts for supply beyond the month mentioned, and as sites were not made available the various other Oil Companies were unable to import supplies on their own account, and thus the expansion of this trade was seriously hampered.

It was the opinion of the Committee that the trade in Liquid Fuel was one that was bound to increase if supplies were obtainable at moderate prices. In addition to what was required for local and up-country consumption provision would also have to be made for vessels visiting this Port, which burnt this Fuel instead of Coal.

In the circumstances the Committee urged on the Port Trust the necessity of an early consideration of this important question, and the advisability of arriving at some definite decision as to the future location of the Liquid Fuel Tanks. If, they remarked, the tanks were to be placed in the neighbourhood of Sewri, it would be necessary, in order to facilitate the unloading of oil vessels, either to dredge the harbour deeper up to the new reclamation, or to run out a pier from the latter into deep water. The Committee in conclusion asked for an assurance that other storage would be provided before the existing tanks were removed, as without some definite pronouncement on this point dealers could not arrange for forward contracts.

The Port Trust in reply stated that the importance of the question was fully realised and that the Chairman had the matter under consideration, and hoped shortly to put forward proposals for satisfactorily dealing with the situation. Fur-

ther, that the importing Companies had been addressed as to their intentions and the extent of the accommodation they would require for storage if a suitable site was made available.

In the course of further correspondence with the Fire Insurance Association, the following suggestions were placed before the Chamber regarding **construction and situation of storage tanks** :—

(*a*) That such tanks should be located beyond the City limits, and situated at the lowest point available and they should not be within 500 feet of any inflammable property.

(*b*) The tanks should be strongly built of rivetted steel or iron plates, well stayed on the inside. They should have ventilation pipes with gauze covers to the outlets, and lightning conductors should be provided.

(*c*) Each tank should be surrounded by an earth embankment having a crown of not less than 3 feet and a slope of at least 2 to 1 on both sides. The reservoir thus formed should have a capacity of not less than 1½ times that of the tank surrounded. There should be no openings in the embankment, but steps should be provided where a passage was required. Under no circumstances should pipes supplying or discharging fuel break through the embankment. Such pipes should pass over it or be laid under it well below the surface of the ground. A pipe for drainage of rain water should be similarly arranged, but with a sluice valve shut and locked on the outside of the embankment.

(*d*) Pumps for supplying or discharging fuel should be located outside the embankment, and at such a

point that they should be accessible at all times, even if the fuel in a tank should be on fire.

(*e*) If steam is available an independent steam pipe projecting into a tank above the surface might prove useful if a fire did occur. (*Appendix* **M-1.**)

STORAGE OF SUGAR CARGOES.

The Bombay Fire Insurance Association forwarded, for the information of the Chamber, a copy of a letter they had addressed to the Port Trust regarding the **storage of sugar cargoes** at the Docks and the Port Warehouses.

This letter stated, in effect, that sugar was being stored in the various warehouses in much larger quantities than usual and considerably in excess of those anticipated at the time the insurance rates were fixed.

The Fire Insurance Association thought it was fairly obvious that the increased storage in the Dock was being made to escape the increased rates outside. The extensive storage of sugar increased the insurance risk very materially.

They therefore felt compelled to represent to the Trustees the desirability of steps being taken to restrict the storage of sugar, otherwise the Association might find it necessary to reconsider the rating of the warehouses.

Finally the Association considered the maximum amount of sugar to be stored in one godown should, if possible, be limited to 2,500 bags.

The Committee of this Chamber considered it advisable to consult the Bengal Chamber, before replying to the Fire Insurance Association, in order to ascertain whether such restrictions were customary in respect of sugar risks in Calcutta.

The Bengal Chamber in reply stated that no such restrictions obtained in Calcutta, and they were inclined to agree with this Chamber that the limitation was rather an arbitrary one.

In reply to the Fire Insurance Association the Committee therefore stated that in view of the absence of sufficient suitable accommodation, they felt that the Association's suggestion to store sugar in lots of only 2,500 bags was both arbitrary and impracticable. (*Appendix* **M-2.**)

ALEXANDRA DOCK TRANSIT SHEDS.

(See *Report*, 1909, *pp.* 32, 303.)

During February 1910 the Committee considered a letter and plan received from the Port Trust regarding the type-design of the proposed **transit sheds in the Alexandra Docks.**

The design was approved and in replying the Committee presumed that the Port Trust would consult the Fire Insurance Association regarding risk and advise the Chamber should any suggestions be made by that body, which might enhance the rate of Marine and Fire Insurance in future.

Subsequently the Committee referred direct to the Fire Insurance Association, requesting information as to the alternative rates that would be charged on the said sheds with and without internal partition walls.

In their reply to the Chamber, the Fire Insurance Association stated that it was of the most vital importance from a Fire Underwriters' point of view that the storeyed Transit Shed should be divided up into compartments by properly constructed party walls. The suggestion that the absence of the

walls should not make any difference to the fire hazard was quite erroneous. Underwriters had to consider, when arriving at an appropriate rate, the extent of the liability under one roof and/or in communicating risks, for it could easily be understood that there was a much greater liability in one large warehouse than in, say, three separate warehouses of the same aggregate capacity. That this was one of the most universal principles kept in view by Fire Insurance Companies when rating any particular class of risk.

Lastly the Association stated that they had not before them any detailed scheme of the proposed storage arrangements in the new Warehouses, so alternative rates could not be submitted; but that they had to say the rates would approximately be 100 per cent. higher if the division walls were not built in the Transit Sheds.

The Committee communicated the above reply of the Fire Insurance Association to the Port Trust, and hoped the matter would receive very careful consideration before the final decision was arrived at. They were of opinion that every facility should be provided in such sheds for the free movement of cargoes, and that it was questionable whether the erection of party walls would not defeat this desired end. (*Appendix* **M-3.**)

ALLEGED NUISANCE CAUSED BY TRACTION TRAIN.

A communication was received from the Commissioner of Police stating that complaints had reached his office about the noise and nuisance said to be caused by the recently introduced **traction train** running between Colaba and the Mill Districts *via* Frere Road, and he desired to know whether, in the opinion of the Chamber, vehicles of this description were of any real convenience to the trade in Bombay?

In their reply, the Committee stated that the said train was of undoubted advantage to the trade, as it tended to relieve the pressure on bullock carts, which were often impossible to procure even at advanced rates. It was explained that the train carried about 80 bales each journey (equal to about 20 carts), and was therefore a great boon under existing conditions. (*Appendix* **N.**)

PILFERING OF GOODS IN TRANSIT FROM EUROPE TO INDIA.

(See *Reports*, 1906, *page* 85 ; 1909, *page* 66.)

From time to time complaints have been received by the Chamber of the loss incurred by importers by **packages** of goods being **pilfered while in transit** between European ports and the port of Bombay. Such cases have been frequently brought to the notice of Steamer Agents, but in spite of searching inquiries, it has been found difficult, and generally impossible, to ascertain where such pilfering takes place, whether at the port of shipment, on board, or at the port of discharge?

The Committee carefully considered the whole question, but were unable to see their way to taking any effective action. As however thefts of this nature are insurable risks, the insuring of all such goods was generally advised.

FIRE IN POONA AND SHOLAPUR STREETS.

With reference to the above, the danger of allowing oil and other hazardous goods to be stored in ordinary godowns among godowns containing other goods was urgently brought to the notice of the Chamber.

The Committee took a serious view of the matter and in addressing the Municipal Commissioner, they stated that the conflagration had caused grave concern among the Mercantile Community, as the possibility of a still more extensive fire was realised should oil continue to be stored as at present. They remarked on the extreme improbability of the above mentioned fire extending to the area it did if the oil stored in the vicinity had not caught fire and flowed across the street to neighbouring godowns.

The Committee stated that they agreed with the Bombay Fire Insurance Association that all oil should be removed from the godowns in Poona and Sholapur Streets; and they were further strongly of opinion that Municipal Licenses should not be granted for the storage of any description of oil in the neighbourhood of large godowns used for the storage of produce and other non-hazardous merchandise, except under accepted precautions.

The Committee also addressed the Port Trust enclosing, for information, a copy of their letter to the Municipal Commissioner. It was suggested to the Port Trustees that they should also include a Clause in their leases prohibiting the storage of any kind of oil in godowns such as are described in the letter under reference. As this prohibition would necessitate the removal of the oil godowns from the existing premises, the Committee requested to be informed where it was proposed to locate such godowns in future.

The Port Trust in their reply expressed their doubts as to the flames from the oil that flowed down the streets having set fire to neighbouring buildings. They were of opinion that the fire was communicated by sparks carried across the road by the wind. They pointed out that the duty of licensing godowns for the storage of lubricating and vegetable

oils vested with the Municipality, but in order that property might be rendered as safe as lay in their power, the Trustees proposed to insist on all godowns used for the storage of lubricating oil being surrounded by a masonry wall or earthen bank three feet high, or in the case of masonry buildings the doorways being blocked to the same height.

No reply has been received up to the time of writing this report from the Municipality. (*Appendix* **O.**)

ADEN PORT DUES.

As the question of the **reduction of Port Dues** was under the consideration of the **Aden Port Trust,** the Aden Chamber of Commerce enquired whether, in the opinion of this Chamber, a reduction of 25 per cent. in Port Dues would be likely, in the end, to induce more steamers to call at that Port.

The Committee, after instituting inquiries among the Shipping Members of the Chamber, stated in reply that, no doubt, a reduction of this nature would be appreciated by Shipowners, but it could not be predicated whether it would have the effect of increasing the shipping visiting Aden. This it was felt could only be decided after a fair trial was given to the reduced rates. It was however believed that the reduction in dues would certainly tend to hold the shipping which now calls at Aden, and which might be contemplating a change to another port for the purpose of coaling. (*Appendix* **P.**)

WEATHER WORKING DAYS.

The following days were declared during the monsoon months of 1910, by the Committee of the Chamber, to be non-

weather working and half-weather working days, respectively, for steamers loading in the Docks :—

Monday,	27th	June	... Half-weather working day.
Wednesday,	3rd	August	... Half-weather working day.
Thursday,	4th	,,	... Non-weather working day.
Friday,	5th	,,	... Half-weather working day.
Tuesday,	9th	,,	... Half-weather working day.
Friday,	26th	,,	... Half-weather working day.
Friday,	2nd	Sept.	... Half-weather working day.
Monday,	19th	,,	... Half-weather working day.
Friday,	30th	,,	... Non-weather working day.

The following decisions were given by the Port Officer regarding non-weather working days in the Stream :—

Friday,	3rd	June	... Non-weather working day.
Saturday,	4th	,,	... Non-weather working day.

OVERBRIDGES AND ROAD COMMUNICATIONS.

Mazagon to Sewri.

The Bombay Port Trust submitted for the information of the Committee a copy of a printed note by the Chairman on **Overbridges and Road communications** in connection with the Trade Zone, Mazagon to Sewri.

The Chairman's recommendations in this connection as agreed to by the Port Trustees briefly were—

(I) That the Municipal Commissioner should be invited to take steps to ensure the early straightening and widening of Victoria Road.

(II) That a bridge 60 feet in width be erected at the North end of the new Reclamation about 1¾ miles north of Victoria Road.

(III) That a new 60 feet Road in extension of the Reay Road to Sewri be built, and it should, as far as possible, follow the line of old Sewri Road which the Municipality propose to lower.

(IV) That the acquisition of the cemeteries, that encroach on the Port Trust property at this place, be sanctioned at a cost of Rs. 20,000.

(V) That a new cross Road be built leading from the south approach of the new Sewri Bridge to the Mill District *via* Golungi Hill Road, Parel, Governor's Road and Elphinstone Road.

(VI) That the Sewri Bridge be increased in width from 60 to 100 feet.

(VII) That the Municipal Commissioner and the Chairman, Bombay Improvement Trust, should be addressed regarding the desirability of constructing a cross east-to-west Road in extension of the Currey Road eastwards, to join the new Sewri Road, say between the Jubilee and the Swan Mills, for considerable importance was attached to this Road as it was designed to place a large group of Mills more directly in connection with the New Cotton Green.

(VIII) That the actual construction of the Harbour Defence Overbridge should be deferred, at any rate, until the Victoria Road and Nawab Tank Overbridges are completed.

The Trustees further agreed to enquire from the Improvement Trust as to what prospect there was of the Cross Road from the Nagpada Road to the Mazagon Road being made, as importance was attached, in the interest of the Trade of

the Port, to opening up direct lines of communications between the Docks and Bunders and the City.

The Committee after carefully considering the whole question informed the Port Trustees that they approved of the general scheme, including the proposed extension of the Currey Road eastward to join the New Sewri Road between the Swan and Jubilee Mills.

As regards the proposed extension of the Elphinstone and Governor Roads, across the Old Government House Estate, however, the Committee felt that the destruction of this fine property with its many historical associations should be avoided, as in years to come, as the City expanded northwards, open spaces would be very desirable and the Government House Estate appeared to be an ideal site for such a purpose. They therefore suggested that the extension of Elphinstone Road might be made to deviate somewhat to the North or South of Government House. This change, while adding very slightly to the length of the New Road, would effectively spare a valuable property which would always be available for public use. (*Appendix* Q).

THE FOLDING AND MARKING OF GOODS.

In April 1910 the Chamber received a communication from the British Chamber of Commerce of Egypt, enquiring whether, in India, there were any import regulations governing either (*a*) the folding of piece-goods according to certain standards, or (*b*) the marking of the correct weights on goods, such as rice, flour, etc., contained in sacks, bags or other packing, currently supposed to weigh a given amount?

It was further mentioned that it was not an uncommon thing in Egypt to find that piece-goods, which are ordinarily supposed on the market to be folded in laps of, say, one yard

or one metre were folded to measure only 30 to 32 or 33 inches. Similarly, that bags of flour, which are supposed to contain 100 kilos, are brought into Egypt with only 95, 96 or 97 kilos to the bag.

The Committee in their reply stated that as regards query (*a*) under the Merchandise Marks Act in force in India, the correct lengths of pieces have to be stamped irrespective of the fold of the pieces; and, with reference to (*b*), the marking of weights, the Committee stated that they were not aware of the existence of any regulations on this point, nor did they consider that such regulations would be of any practical value as bag cargo usually lost weight in transit. (*Appendix* **R**).

REFERENCES TO THE CHAMBER.

Allowance for Cuts and Shorts.

(See *Report*, 1902, *p.* 115.)

An inquiry was received from a firm as to whether it was customary to allow double allowance for Cuts and Shorts if they exceed 5 per cent. in a shipment lot of White Nainsook.

In reply the writers were informed that the Chamber had no decision to give, as it did not recognise any fixed rule as to such allowance.

Lay Days.

An inquiry was received from a member as to whether in cases where steamers are declared ready in the harbour (but having no berths in Dock available, a second notice is sent in terms of the Charter Party after the lapse of 48 hours after the first notice) their lay days could count *immediately after* the receipt of such second notice or whether the lay days could only count *twenty-four hours after* the receipt of such second notice?

In reply the Committee stated that the custom of the Port was that, provided a vessel is in Dock and ready for outward cargo, her lay days commence after 24 hours notice, Sundays and Holidays excepted.

If, however, a vessel is in the stream and no berth in Dock available, such notice of readiness is accepted by Charterers, but her lay days do not commence until 48 hours after the expiry of the said 24 hours notice of readiness, or 72 hours after the receipt of it.

Sundays and Holidays excepted.

No second notice of readiness is necessary.

"NON-WORKING" AND "NON-WEATHER-WORKING" DAYS.

It was brought to the notice of the Chamber that the Charter Parties of practically all steamers coming from Calcutta with coal stipulate that the cargoes shall be loaded and discharged in a given number of "working" days, and the question often arose as to whether the days decided by the Chamber to be "non-weather-working" days, owing to the inclemency of the weather, should also be considered as "non-working" days under the abovementioned Calcutta Charter Parties. A definite ruling on the point was desired.

In reply the Committee informed the writers that the following should be considered the correct ruling of the Chamber regarding "Working Days" and "Weather-Working Days" in this Port:—

(*a*) A *Working Day* is any day except Sundays and Charter Party Holidays.

(*b*) A *Weather-Working Day* is any day, except Sundays and Charter Party Holidays, on which the

weather admits of a fair day's work being done. The decision of the Chamber of Commerce in the case of vessels working in the Docks and of the Port Officer in the stream to be considered final.

Length of a Weather-Working Lay Day.

An inquiry was received from the Burma Chamber of Commerce as to what was the recognised length of a weather-working day in Bombay.

The Burma Chamber, in reply, were informed that the length of a "weather-working day" is the same as that of a "working day," and in this port the latter is from 7-30 a.m. to 6 p.m. (Standard Time), or with one hour's deduction for lunch, equivalent to 9½ hours.

Charges on Over-carried Cargo.

An inquiry was received as to the custom of the Port in regard to wharfage and other charges on over-carried cargo.

In reply the Committee stated that, as a general rule, the steamer was responsible for the return of the packages to Bombay (the cargo being carried at consignee's risk). The expenses incurred at the Port, where re-shipment takes place and freight to Bombay, fall to the steamer's account, all other expenses incurred in Bombay after landing being on account of the consignee.

THE DEATH OF HIS MAJESTY KING EDWARD VII, EMPEROR OF INDIA.

On the 6th May 1910 the members of the Chamber heard with deep sorrow of the King-Emperor's death, and the following telegram was despatched on the occasion to His Excellency the Governor of Bombay :—

"The Committee of the Bombay Chamber of Commerce, on behalf of the Members, desire to express their profound

grief at the demise of His Majesty the King-Emperor; and, in mourning the National loss, wish to respectfully offer their deep and heartfelt sympathies to the Royal Family."

DEATH OF THE HON'BLE MR. HARVEY, C.I.E., I.C.S.

The Hon'ble Mr. W. L. Harvey, C.I.E., I.C.S., Member of Council of the Government of India for the Department of Commerce and Industry, died on 25th March 1910, while returning to England.

The Committee unanimously passed the following Resolution, and in forwarding it on to the Government of India asked that copy might be forwarded, on behalf of the Chamber, to Mrs. Harvey:—

"The Committee of the Bombay Chamber of Commerce desire to record their deep regret at the untimely death of the Hon'ble Mr. W. L. Harvey, C.I.E., which so closely followed his enforced retirement from his public duties through ill-health.

"In his able conduct of affairs as Member of Council of the Government of India for the Department of Commerce and Industry, Mr. Harvey has come in close contact with the interests of the Chamber, and the Committee desire to record their great sorrow in the loss not only of a friend to Bombay, but of one who has ably devoted himself to the promotion of Commercial interests as allied with Government developments."

ADDRESS TO LORD HARDINGE OF PENSHURST.

In accordance with the usual practice of the Chamber, an Address of Welcome was presented to His Excellency the

Viceroy-Elect on his arrival in Bombay. This interesting ceremony took place at Government House, Malabar Hill, on the 18th November 1910, and the following Members of the Chamber were present on the occasion, *viz.*: —

The Hon'ble Mr. R. G. Monteath, the Hon'ble Mr. W. L. Graham, J. Black, Esq., J. J. Damala, Esq., D. M. Inglis, Esq., W. H. Ogston, Esq., Major A. D. G. Shelley, R. E., E. Yeo, Esq., The Hon'ble Mr. H. R. Greaves, The Hon'ble Mr. H. E. E. Procter, The Hon'ble Mr. N. S. Glazebrook, R. C. Volkart, Esq., C. Vernon, Esq., A. Leslie, Esq., B. Pooler, Esq., T. Ibukiyama, Esq., Sir Dinshaw M. Petit, Bart., Bomonjee D. Petit, Esq., Purshotumdas Thakordas, Esq., Laljee Naranjee, Esq., Ruttonsee Mooljee, Esq., J. B. Leslie-Rogers, Esq., Secretary, and R. E. Gregor-Pearse, Esq., Assistant Secretary.

The whole text of the Address and His Excellency the Viceroy's reply will be found in *Appendix* **S.**

ADDRESS TO LORD MINTO, THE RETIRING VICEROY

On the 24th November 1910, the Committee on behalf of the Members presented a valedictory Address to His Excellency the Viceroy on his retirement from India. The Viceregal Party arrived at 2-15 p. m. on the above date at the Victoria Terminus, where the Address was read by the Chairman. The text of the Chamber's Address and His Excellency's reply will be found in *Appendix* **T.**

VISIT OF THE HON'BLE MR. B. ROBERTSON.

The Hon'ble Mr. B. Robertson, Member for Commerce and Industry, visited the Chamber on Wednesday, the 14th

August 1910, and the following subjects were informally discussed:—

(*a*) Cotton forecasts: Greater accuracy required in estimating the yield.

(*b*) Wholesale Cash price of imports: some definite official decision required.

(*c*) Question of fares and freight on the Nagda-Muttra Railway.

(*d*) Inadequacy of facilities in the Stamp Office. The usefulness of having adhesive stamps in place of impressed Stamped Paper.

(*e*) Desirability of having one or more Through Passenger carriages to Kalka on the Bombay-Lahore Mail, *via* the B. B. & C. I. and Nagda-Muttra Railways.

(*f*) The fixing of Sugar Values.

(*g*) Pilfering of packages on Railways.

(*h*) Revision of Railway Risk Notes.

(*i*) Bombay Port Trust Amendment Act.

VISIT OF THE HON'BLE MR. W. H. CLARKE.

The Hon'ble Mr. W. H. Clarke, Member for Commerce and Industry, visited the Chamber on his arrival in India on the 21st November 1910. The Committee met him on the occasion, and an informal interchange of views took place regarding current commercial topics of interest to the Chamber.

PUBLIC HOLIDAYS.

(See *Report* 1909, *pp.* 78, 528.)

In January 1910 the Government of Bombay declared the 22nd January to be a Public Holiday on account of **Mohurrum**, instead of the 24th January which had been previously notified.

The 20th May 1910, the day on which the funeral of His Late Most Gracious Majesty King Edward the VII took place was observed as a **day of a general mourning** and was declared by Government to be Public Holiday under the Negotiable Instruments Act.

This day was also declared by the Committee of the Chamber to be a Holiday under Charter Parties.

The Committee appointed annually by Government for the purpose of fixing the Holidays for the ensuing year under the provisions of Section 25 of the Negotiable Instruments Act, met in the rooms of the Chamber on 14th November 1910, and, in addition to the usual Holidays, they recommended that Whit Monday and the Parsee Holiday, *Zorothast-no-Diso*, should be added to the list. The latter holiday was recommended in support of a Petition signed by the Parsee Employés of the various Banks and Mercantile Houses in Bombay. It represents the anniversary of the death of the Prophet Zoroaster.

The Government of Bombay, however, did not adopt either of these recommendations, as they were of opinion that the number of holidays under the Act should be limited to 26 in all, which is equivalent to one holiday a fortnight on the average. (*Appendix* **U.**)

EXHIBITIONS.

Papers in connection with the following Exhibitions were received during the year, and were made available to Members :—*Japan-British Exhibition, London*, 1910.

United Provinces Exhibition, Allahabad, 1910.

Festival of the Empire, Imperial Exhibition, London, 1911.

JAIL MANUFACTURES.

Competition with Private Enterprise.

The following Resolution was adopted at the Fourth Conference of Chambers of Commerce of the Empire held in 1909 at Sydney :—

> "Whereas private enterprise has the right to be protected against the competition of articles of trade manufacturer by convict labour at an artificially lowered cost of production ; and whereas there are indications of a tendency in certain parts of the Empire to develop the commercial element of jail labour to the injury of private manufactured ; this Congress approves the principle that the produce of jail manufacture should be used in Government service only, but in no case should power machinery be employed in jails for the production of articles of trade."

In support of the above resolution the Madras Chamber of Commerce addressed the Government of India, and in forwarding a copy of the representation to this Chamber, requested that it would receive the support of the Committee.

The Government of India were accordingly addressed on the question and informed that the views expressed by the Madras Chamber were in accord with those held by this Chamber, and that the Committee considered that the use of power machinery with unpaid convict labour produced an artificial monopoly in cheap production, with which private enterprise could not possibly compete, and it was therefore felt that the trade had a just grievance in this direction. Whilst it was acknowledged that the manual labour of jail convicts may be developed to its utmost capacity for the benefit of Government, it was contended on the other hand that the application of machinery not only defeats the penal purpose of a jail, but also encroaches on the rights of the free labourer and private manufacturer.

In expressing the general opinion of the trade in this matter, the Committee felt compelled to urge the abolition of power machinery in jails, or at any rate its greater restriction where its use was realised to be competing, to the detriment of private enterprise, in any particular line of production.

The Committee in concluding trusted that the views expressed by both this and the Madras Chamber would receive due consideration, and that Government should, in the interest of trade, make a definite pronouncement as to its future policy regarding jail manufactures generally.

Beyond a formal acknowledgment and a statement that the subject would receive the consideration of Government no communication has been received from the Government of India in the matter.

This subject was, however, brought to the notice of the Local Legislative Council by the Chamber's Representative, the Hon'ble Mr. W. L. Graham; and the reply received to his question from the Bombay Government, was to the effect that the Bombay Presidency had always stood out against the introduction of machinery into Jails. The only exception was when machinery was introduced into the Printing Department at Yerrowda Jail at the time the Central Press broke down for want of labour during the plague epidemic. (*Appendix* V.)

INSECT PESTS.

(See *Report*, 1906, *p.* 153; 1907, *pp.* 104, 391.)

It will be remembered that the Chamber in the latter part of 1906 drew the attention of Government to the danger of the introduction into India of **Insect Pests**, more particularly through the importation of plants from foreign countries. Government in due course referred the matter to the

Director of Agriculture, Bombay, who after consulting the Imperial Entomologist on the subject, strongly recommended that the question should be at once examined and steps taken to prevent the unrestricted import of plants and the like which may be instrumental in spreading pests and diseases.

Government therefore addressed the Inspector-General of Agriculture in the matter and asked to be favoured with proposals as to the best method of preventing the introduction into India of Insect Pests. The matter was referred to the Director, Agricultural Research Institute, Pusa, who submitted the following Schedule of dangerous plants, the importation of which in India should, he considered, be controlled :—

I.—All living plants, parts of plants, cuttings, roots, scions, grafts, buds, or any other living part, *excepting only seeds and fruits intended for consumption*, of the following plants should be admitted subject only to fumigation with Hydrocyanic Acid :—

Tea, rubber (ceara, para, ficus or any other kind) citrus, (orange, lime, lemon, shaddock, sweet-lime and all other varieties), mango, lichi, apple, pear, plum, peach, apricot, guava, grapevine, date, palms (all kinds), figs, pomegranates, indigo, cotton.

Coffee except from the New World (including South America and the West Indies) which should be limited to importations made by the Department of Agriculture under such precautionary measures as it may deem necessary.

II.—The imports of the following plants or parts of plants should be absolutely prohibited except under the conditions mentioned under each—

(*a*) Potatoes, whether for planting or consumption from Great Britain, Italy, Germany, Scandinavia,

France and Austro-Hungary, unless accompanied by—

(1) A Certificate from the consignor stating fully in what country and district of that country the potatoes were grown, and guaranteeing that "*warty disease*" was not known to exist on the farms where the potatoes were grown ; and

(2) A certificate from an Officer of the Board or Ministry of Agriculture or other similar Government Department of that country to the effect that *warty disease* (black scab, cauliflower disease or canker), caused by *Chrysophlyctis endobiotica*, Schilb., has not been declared to exist in that district.

(*b*) Sugarcane for planting from any country, without a license from the Department of Agriculture in India, which would not be granted, unless supported by a certificate signed by a competent authority (who would be in most cases an Officer of the Agricultural Department of the country of origin) that it is free from root disease (any form), pineapple disease (*Thielaviopsis ethaceticus*), "Sereh" and cane gummosis.

(*c*) Flax seed, except under a license from the Department of Agriculture, which must be provided to the Collector of Customs by the consignee. This license will be granted on the Department satisfying itself that the seed has been obtained through well-known and reliable seed merchants and has guaranteed free from dodder.

(*d*) Cottonseed, for whatever purpose, should be admitted only subject to fumigation with Carbon-bisulphide.

The Government of India in forwarding to the Bombay Government copies of the above referred to correspondence stated that as at present advised they were of opinion that some measure of control was desirable to protect the staple agricultural products of India from danger arising from the importation of insect pests and fungoid diseases with foreign plants. They, therefore, wished to be favoured with the opinion of the Governor in Council on the advisability of issuing under Section 19 of the Sea Customs Act, 1878 (VIII of 1878), a Notification on the lines of the Schedule of dangerous plants submitted by the Director, Agricultural Research Institute, Pusa.

The matter was in due course referred to the Chamber for an expression of opinion on the proposals made by the Government of India.

The Committee in reply stated that they gladly supported the measures put forward by the Government of India and agreed that the issuing of a Notification under Section 19 of the Sea Customs Act, 1878 (VIII of 1878), would serve the purpose. They, however, hoped that due arrangements would be made to prevent this new ruling from, in any way, being obstructive to the usual importation of plants, roots, seeds, etc. (*Appendix* W.)

IMPROVEMENT OF FISHERIES.

(See *Reports*, 1907, *p.* 107; 1908, *pp.* 105, 456.)

In June 1908 Government informed the Chamber in reply to their representations that the Collector of Salt Revenue was deputed to investigate and report on the various questions arising in connection with the utilization of the supply of

sea fish ; and that he would visit the coast during the fishing season, between October and January, and his report on submission would be considered with a view to taking any action that may be advantageous to the development of the Industry.

The expected report however did not appear during 1909, and as the Chamber is interested in the welfare of the fisheries of this Presidency, the Committee enquired of Government in July 1910, whether the report referred to had then been received, and whether they could be favoured with any further information on the subject?

On the 25th of August Government replied stating that they were unable to state when the said report would be issued, and up to the end of the year 1910 no further communication was received by the Chamber.

The Committee much regret the delay in official action, as the question of the improvement of the fisheries of this Presidency is becoming more urgent every day. For in spite of the fact that enormous quantities of fish are available round Bombay, the supply brought in is insufficient, and the price of this important article of food is becoming more and more prohibitive to the bulk of the people. (*Appendix* **X.**)

THE METRIC SYSTEM.

(See *Reports*, 1902, *pp.* 141, 143, 668 ; 1903, *p.* 181 ; 1904, *p.* 162 ; 1905, *p.* 125 ; 1906, *pp.* 114, 478.)

In February 1910 the Decimal Association of the United Kingdom addressed the Chamber with reference to the application of the **Metric System** to the textile trade. They, however, explained that they did not propose legislation insisting on the use of the Metric System within any factory: all that they asked was that this system should be compulsory in all transactions of buying and selling.

The Committee in their reply stated that they could not hold out any hope of the Metric System being favourably considered in India until it was generally adopted in the United Kingdom. Even then they felt that it was doubtful whether the system would be generally acceptable to the many and often antagonistic races dwelling in this vast continent. In these circumstances, the Committee felt that they were unable to take any active interest in the matter out here, and, as a consequence, the Chamber ceased subscribing to the Decimal Association. (*Appendix* Y.)

THE STANDARDISATION OF WEIGHTS AND MEASURES IN INDIA.

(See *Reports*, 1906, *pp.* 116, 487; 1908, *p.* 110.)

In April 1910 a communication was received from the President of the Municipal Commission, Bangalore, requesting the views of the Chamber regarding a proposal to adopt the English pound Avoirdupois as the **standard of weight** in preference to any Indian system.

In their reply the Committee stated that they were in agreement with the writer that the English pound should be adopted throughout India as the Standard unit of weight. They explained that in 1908 the British Weights and Measures Association enquired of this Chamber, whether its support could be counted on in connection with the simplifying of the Weights and Measures of India, and the establishment of a unified system for the whole country based on the British Standards? The Committee in replying confined themselves to advocating the pound as the unit of weights, and gave it as their opinion that the best way to effect this change would be for the various Railway Administrations in India to take the lead by officially adopting the said weight as the Standard unit in all their calculations.

The London Decimal Association also enquired of the Chamber, whether there was any foundation for the rumour that there was a growing feeling in favour of Metric Reform among Indian Merchants, and that the Indian Government intended taking action in this direction.

In reply the Committee informed the Association that they knew of no such contemplated action on the part of the Government out here. They further explained that while a few of the more educated Indians might approve of the unification of the weights and measures, it was felt that India, as a whole, with its many distinct races, was not yet prepared for so great a change. (*Appendix* **Y.**)

NUSHKI SEISTAN TRADE ROUTE.

Camel Contract.

Through the courtesy of the Political Agent, Chagai, the Chamber was favoured with a copy of the Camel Contract for the carriage of goods between Nushki and Dewan Chah (Koh-i-Malik Siah). Members were informed that the document in question was open for inspection in the Chamber's rooms by those interested in the matter and the Political Agent was duly thanked for submitting it to the Chamber.

THE SETTING IN OR "BURSTING" OF THE MONSOON.

Owing to certain contracts in the sale of Cotton containing a Clause that shipments should be made from Bombay before the **burst of the monsoon,** enquiries were made of the Chamber as to whether it was possible to obtain an official declaration notifying the exact date on which the rainy season commenced each year?

The bursting of the monsoon has always been a controversial question in Bombay, as the exact date in any year has never hitherto been publicly decided on, either officially or otherwise. The word monsoon as is known is derived from the Arabic and Hindustani, "Mausum" meaning "season," and as applied to the wet months of the year "rainy season." This season actually commences in the Bombay Presidency from the day the usual dry westerly winds in the hot weather veer round to south-westerly moisture laden winds carrying drifting clouds from south-west to north-east. After this climatic change it may rain any day : the rainfall being dependent on the weakness or strength of the monsoon current. The first fall of rain indicates the setting in of the wet period, and that fall, whether light or heavy, may be considered to mark the so-called bursting of the monsoon.

The following noticeable changes precede the setting in of the monsoon on the Malabar Coast : —

(*a*) The sea becomes rough and the weather is squally off the shore ;

(*b*) The Barometer indicates a relatively low atmospheric pressure ;

(*c*) A slight increase takes place in the humidity of the air ;

(*d*) The wind becomes light and variable ; and

(*e*) The northward course of the monsoon conditions is further marked by the advance of a wave of relatively low pressure and rough seas.

The above are the general indications of the approach of the monsoon, though they are not always well pronounced. The date of the setting in or "bursting," as it is commonly called of the monsoon, is fixed by the Meteorological Department of Bombay when the first rainfall occurs after the above-mentioned conditions have been noticed.

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The Meteorologist to the Government of Bombay was addressed by the Committee and asked if he could state the exact date on which the monsoon commenced in 1910, and whether this information could be furnished to the Chamber annually in the future? In his reply he informed the Committee that the monsoon had set in on the Malabar Coast on the 2nd June, and extended to the Konkan on the 4th of the same month. He also intimated his willingness to supply this information every year in future. (*Appendix* Z.)

RAINFALL OF THE CALENDAR YEAR 1910.

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present, in condensed form, a definite record of the weather of the past year :—

STATIONS.		FROM 1ST NOV. 1909 TO 31ST MAY 1910.			FROM 1ST JUNE TO 31ST OCT. 1910.			FROM 1ST NOV. TO 31ST DEC. 1910.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire ..	..	12·03	....	..	..	..	0·00	5·03	−5·03
	,, (30th)	14·63	12·03	+2·60	0·00	0·07	−0·07	..	..	..
	Jask ..	7·65	4·29	+3·36	0·00	0·17	−0·17	2·17	1·27	+0·90
	Muscat ..	2·69	4·01	−1·32	..	..	..	..	..	..
	,, (30th)	2·69	4·01	−1·32	0·00	0·41	−0·41	..	..	..
Punjab.	Multan ..	1·82	1·93	−0·11	1·18	5·37	−3·73	0·13	0·26	−0·13
	Rawalpindi ..	9·92	11·07	−1·15	26·93	22·91	+4·02	1·08	1·03	+0·05
	Lahore ..	5·93	4·56	+1·37	11·31	15·54	−4·22	0·16	0·45	−0·29
	Sirsa ..	..	2·78	....	..	..	..	..	..	..
	Ambala ..	3·60	6·72	−3·12	28·35	26·24	+2·15	0·62	1·28	−0·66
	Delhi ..	3·10	4·01	−0·91	29·16	24·08	+5·08	0·00	0·64	−0·64
United Provinces.	Agra ..	2·06	2·17	−0·11	30·23	26·25	+3·98	0·00	0·40	−0·40
	Manipuri .	1·68	3·29	−1·61	28·58	25·47	−4·89	0·00	0·65	−0·65
	Jhansi ..	1·17	2·19	−1·02	29·69	36·32	−6·63	0·66	0·37	+0·29
	Cawnpore ..	1·93	2·37	−0·44	27·24	33·57	−6·33	0·00	0·61	−0·61
	Allahabad ..	2·05	2·40	−0·35	28·28	38·33	−10·05	3·60	0·49	+3·11
Sind & Rajputana.	Jacobabad ..	2·07	1·27	+0·80	2·36	2·51	−0·15	0·00	0·20	−0·20
	Karachi ..	1·09	1·61	−0·52	12·16	6·65	+5·51	0·10	0·20	−0·10
	Ajmer ..	1·96	2·04	−0·08	16·89	19·77	−2·88	0·00	0·47	−0·47
	Jaipur ..	1·67	2·06	−0·39	16·59	23·99	−7·40	0·00	0·39	−0·39
	Kotah ..	0·97	1·72	−0·75	29·71	25·01	+4·70	0·03	0·38	−0·35

	Stations.	From 1st Nov. 1909 to 31st May 1910.			From 1st June to 31st Oct. 1910.			From 1st Nov. to 31st Dec. 1910.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India, West.	Bhuj ..	..	0·62	....	20·42	13·90	+ 6·52	0·00	0·19	−0·19
	Dwarka ..	0·56	..	....	13·73	..	....	0·00	..	..
	Vernval ..	0·45	0·71	− 0·26	17·30	17·53	− 0·23	0·00	0·68	−0·68
	Rajkot ..	0·62	0·72	− 0·10	33·27	27·40	+ 5·87	0·00	0·37	−0·37
	Bhav'gar Para	1·04	0·82	+ 0·22	26·42	18·89	+ 7·53	0·02	0·54	−0·52
	Surat ..	0·42	0·43	− 0·01	36·26	43·60	− 7·34	0·22	0·17	+0·05
	Ahmedabad ..	0·48	0·69	− 0·21	25·41	32·55	− 7·14	0·00	0·45	−0·45
	Deesa ..	0·05	0·76	− 0·71	23·26	23·36	− 0·10	0·00	0·23	−0·23
	Neemuch ..	0·23	1·43	− 1·20	31·00	28·64	+ 2·36	0·00	0·47	−0·47
	Indore ..	0·10	1·62	− 1·52	34·35	32·02	+2·33	0·96	0·54	+0·42
Central Provinces.	Jubbulpore ..	1·67	3·22	− 1·55	46·04	55·89	− 9·85	0·06	0·81	+0·15
	Saugor ..	0·81	2·97	− 2·16	36·57	45·60	− 9·03	0·86	1·03	−0·17
	Hoshangabad..	1·62	2·39	− 0·77	54·45	49·49	+ 4·96	0·30	0·98	−0·68
	Khandwa ..	0·60	1·57	− 0·97	26·38	29·78	− 3·40	4·89	0·66	+4·23
	Akola ..	5·63	2·85	+ 2·78	34·21	31·31	+ 2·93	1·13	1·29	−0·16
	Amraoti ..	4·81	2·90	+ 1·41	38·04	31·73	+ 6·31	2·59	1·16	+1·43
	Nagpur ..	3·56	3·78	− 0·22	54·26	45·71	+ 8·55	3·63	1·29	+2·34
	Chanda ..	4·38	4·61	− 0·23	47·47	51·14	− 3·67	2·82	1·30	+1·52
	Raipur ..	4·88	3·38	+ 1·50	63·23	47·27	+16·06	2·42	0·71	+1·71
Konkan.	Bombay ..	0·03	1·47	− 1·44	67·69	73·74	− 6·05	0·00	0·55	−0·55
	Ratnagiri ..	0·02	2·19	− 2·17	84·51	105·16	−20·25	1·53	0·47	+1·06
	Marmugao ..	0·42	4·82	− 4·40	83·49	88·61	− 5·12	2·64	1·16	+1·48
	Karwar ..	1·68	6·08	− 4·40	112·82	117·69	− 4·87	2·38	2·15	+0·23
Bombay Deccan and Hyderabad.	Malegaon ..	0·31	1·77	− 1·46	28·81	22·31	+ 6·50	0·14	0·76	−0·62
	Ahmednagar ..	2·19	3·03	− 0·84	34·26	19·39	+14·87	3·29	1·09	+2·20
	Poona ..	0·02	5·40	− 3·38	31·57	24·49	+ 7·08	2·48	1·25	+1·18
	Sholapur ..	0·63	3·41	− 2·78	27·96	27·57	+ 0·39	1·36	1·62	−0·26
	Bijapur ..	1·27	4·48	− 3·16	21·42	20·15	+ 1·27	1·57	1·28	+0.29
	Belgaum ..	3·03	6·77	− 3·74	39·14	43·36	− 4·22	0·79	1·88	−1·09
	Aurangabad ..	1·38	2·44	− 1·06	31·63	25·38	+ 6·27	1·71	0·83	+0·88
	Nizamabad (Indur).	0·35	3·21	− 2·86	42·26	47·84	+ 4·42	2·75	0·71	+2·04
	Hyderabad ..	0·58	4·10	− 3·52	26·50	27·46	− 1·96	1·58	1·65	−0·07
Malabar Coast and Ceylon.	Mangalore ..	3·36	11·56	− 8·20	108·22	112·38	− 4·16	8·92	3·10	+5·82
	Calicut ..	16·85	18·77	− 1·92	89·43	96·34	− 6·91	8·01	5·69	+2·32
	Cochin ..	22·01	29·06	− 6·15	87·00	86·37	+ 0·63	13·41	7·91	+5·50
	Colombo ..	25·09	52·99	−27·90	31·78	36·58	− 4·80	16·38	19·92	−3·54
Madras (excluding Malabar) and Mysore.	Masulipatam.	0·89	9·23	− 8·34	46·78	31·68	+15·10	2·05	7·08	−5·03
	Bellary ..	4·29	5·06	− 0·77	17·41	14·67	+ 2·77	5·09	2·08	+3·01
	Cuddapah ..	0·54	7·77	− 7·23	40·10	24·93	+15·17	5·59	5·13	+0·46
	Madras ..	4·87	22·36	−17·49	28·39	28·03	+ 0·36	15·83	20·10	−4·27
	Bangalore ..	1·86	10·00	− 8·14	30·74	25·06	+14·68	4·96	3·81	+1·15
	Coimbatore ..	4·62	9·60	− 4·98	16·91	11·30	+ 5·61	3·92	5·13	−1·21
	Trichinopoly ..	9·23	14·32	− 5·09	29·29	18·22	+ 11·07	6·70	7·85	−1·15
	Negapatam ..	9·03	33·42	− 24·39	33·73	22·12	+ 11·61	11·03	28·78	−17·15

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1904 to 1910 is printed for the information of Members:—

From	1904.	1905.	1906.	1907.	1908.	1909.	1910.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	149,248	121,374	173,608	167,355	124,353	233,822	202,600
Do. (State Railways)..	..	..	..	10,682	13,779	32,241	10,253
Australia (Private Owners)	18,347	6,259	13,961	16,254	103,996	41,141	19,943
Do. (State Railways) ..	..	..	..	...	2,627	3,344	..
Japan (Private Owners)..	24,634	28,302	3,367	2,581	..	10	6,653
Do. (State Railways)..	..	..	..	..	..	..	..
Other Ports (Private Owners)	..	..	645	8,952	56,611	34,324	15,161
Do. (State Railways)..	..	..	..	8,150	7,697	33,832	..
Calcutta (Private owners)	593,484	772,548	805,416	748,470	580,718	525,076	650,368
Do. (State Railways)	..	..	..	216,149	272,986	156,470	200,724
Total—By Sea ..	785,908	928,483	996,997	1,177,593	1,162,767	1,080,262	1,105,702
Total—By Rail ..	2,151	22,211	21,215	28,746	11,442	30,169	* ..
Grand Total ..	788,059	950,694	1,018,212	1,206,339	1,174,209	1,090,431	* ..

* Imports by Rail for the year 1910 are not available as Government discontinued publishing Quarterly Rail-borne Trade Returns of the Bombay Presidency.

N.B.—Imports of Coal by State Railways up to 1906 were not recorded.

WHEAT.

The undermentioned notes have been made from statistics published by the Commercial Intelligence Department of the Government of India.

The total area under wheat during the season 1909-10 amounted to 27,839,100 acres which was 1,771,000 acres or 6·8 per cent. more than the previous year. The total out-turn was estimated at 9,565,400 tons as compared with 7,597,500 tons for 1908-09, an increase of 1,967,900 tons or 25·9 per cent.

Punjab.—The total area sown was reported to be 9,252,200 acres as compared with 9,002,100 acres the previous year, an increase of 2·7 per cent.

The total out-turn was estimated at 3,458,200 tons or 12·9 per cent. more than the previous year. The seasonal conditions were extremely favourable.

United Provinces.—The total area sown amounted to 6,514,000 acres compared with 5,694,700 acres the previous year, an increase of 14·4 per cent.

The rainfall was very timely and beneficial, and artificial irrigation was consequently rather less than usual. Except that slight damage was caused in places by rats and strong winds, no injury was reported. The total yield was estimated at 2,984,900 tons compared with 2,124,000 tons the previous year, an increase of 40·5 per cent.

Central Provinces and Berar.—The total area sown was reported to be 3,064,700 acres as compared with 2,773,000 the previous year, an increase of 10·5 per cent.

The total yield was estimated at 955,900 tons as against 703,800 for the previous year, an increase of 35·8 per cent. Two Native States (Khairagarh and Nandgaon) reported a total area of 111,900 acres, and an out-turn of 42,500 tons compared with 86,600 acres and 22,200 tons.

Germination was, on the whole, good throughout the province. Some local damage was reported in places from hail, wind, rats and drought, but climatic conditions in the important wheat growing districts were generally good.

Bombay.—The British Districts and Native States together reported a total area of 1,643,600 acres compared with 1,745,700 acres the previous year, a decrease of 5·8 per cent.

The total yield was estimated at 416,600 tons as compared with 383,200 tons the previous year, an increase of 8·7 per cent. Besides the above, about 12,400 acres yielding about

2,700 tons were estimated for tracts for which statistics are not usually received.

Sind.—The total area was reported to be 458,800 acres (24,700 in Native States) as compared with 548,200 acres (32,400 in Native States) the previous year, a decrease of 16·3 per cent.

The crop suffered somewhat through deficiency of water supply. The total out-turn was estimated at 129,700 tons (8,600 in Native States) as against 133,800 tons (11,200 in Native States) the previous year, a decrease of 3·1 per cent.

Bengal.—The total area sown was reported to be 1,427,900 acres as against 1,255,200 acres the previous year, an increase of 13·8 per cent. The yield was estimated at 540,700 tons against 319,800 tons the previous year, an increase of 69·1 per cent.

North-West Frontier Province.—The total area sown amounted to 1,007,800 acres as against 1,019,500 acres the previous year, a decrease of 1·1 per cent. The total yield was estimated at 235,200 tons as compared with 213,300 tons the previous year, an increase of 10·3 per cent.

Eastern Bengal and Assam.—The area was estimated to be 72,300 acres as against 76,800 acres last year, a decrease of 5·9 per cent. The yield was estimated at 25,300 tons as against 14,200 tons the previous year, an increase of 78·2 per cent.

Central India.—The total area sown was reported to be 2,310,300 acres as compared with 2,046,000 acres the previous year, an increase of 12·9 per cent. The yield was estimated at 513,600 tons as against 397,200 tons the previous year, an increase of 29·3 per cent.

Hyderabad.—Reported 1,096,900 acres compared with 1,098,300 acres the previous year, a decrease of 0·1 per cent.

The yield was estimated at 67,900 tons as against 71,600 tons the previous year, a decrease of 5·2 per cent.

Rajputana.—The total area sown (excluding that in Mewar and Dholpur States from which returns have not been received) was reported to be 987,400 acres as compared with 807,000 acres the previous year, an increase of 22·3 per cent. The total yield was estimated at 237,000 tons as against 174,200 tons the previous year, an increase of 36 per cent.

Mysore.—Reported 3,200 acres and 400 tons compared with 1,600 acres and 200 tons, an increase of 100 per cent. in each case.

The following figures show the total acreage and outturn of Wheat in each Official year from 1884-85 to 1909-10 :—

Years.	Acres.	Outturn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529

Years.	Acres.	Outturn in Tons.
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09	26,068,100	7,597,500
1909-10*	27,839,100	9,565,400

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 29 years are shown below :—

(1881-82 to 1909-10.)

Worst Years.			Best Years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,00,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	799,688	6,08,88,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,112
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	560,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,856
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900 ...	485,204	3,90,94,963	1890-91 ...	716,024	6,04,24,260
1900-01 ...	2,501	3,00,832	1891-92 ...	1,515,335	14,38,20,022
1901-02 ...	366,090	3,25,59,204	1892-93 ...	748,672	7,44,03,835
1902-03 ...	514,607	4,51,53,570	1898-99 ...	976,024	9,71,96,877
1908-09 ...	109,757	1,34,00,777	1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
			1906-07 ...	801,445	7,25,44,650
			1907-08 ...	880,459	8,58,50,350
			1909-10 ...	1,050,574	12,70,90,884

* The figures for 1909-10 are subject to revision.

ESTIMATE OF THE WHEAT CROP OF THE SEASON, 1909-10.

Share of each Province of Area and Yield for 1908-09 and 1909-10.

Province or State.	Area.			Yield.			Increase or Decrease in last and current year (1908-09 and 1909-10).			
	Average of previous 5 years ending 1907-08.	Of last year's crop, 1908-09.	Of current year's crop, 1909-10.	Average of previous 5 years ending 1907-08.	Of last year's crop, 1908-09.	Of current year's crop, 1909-10.	Area.	Percentage.	Yield.	Percentage.
	Acres	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,824,500	1,745,700	1,643,600	373,276	383,200	416,600	— 102,100	5·84	+ 33,400	8·71
Central Provinces & Berar	3,348,800	2,773,000	3,064,700	776,088	703,800	955,900	+ 291,700	10·51	+ 252,100	35·81
Rajputana ...	852,200	(*b*) 807,000	(*b*) 987,400	187,392	(*b*)174,200	(*b*)237,000	+ 180,400	22·35	+ 62,800	36·05
Central India ...	2,031,500	2,046,000	2,310,300	460,711	397,200	513,600	+ 264,300	12·91	+ 116,400	29·13
Sind (including Native States) ...	571,500	548,200	458,800	164,814	133,800	120,700	— 89,400	16·3	— 4,100	3·06
Hyderabad ...	1,093,700	1,098,300	1,096,900	81,647	71,600	67,900	— 1,400	·12	— 3,700	5·16
Total of Provinces and States supplying Bombay...	9,662,500	9,018,200	9,561,700	2,043,928	1,863,800	2,320,700	+ 543,500	6·02	+ 456,900	24·51
Punjab (*a*)... ...	9,152,000	9,002,100	9,253,200	3,039,232	3,062,200	3,453,200	+ 250,100	2·77	+ 396,000	12·93
N.-W. Frontier ...	1,005,000	1,019,500	1,007,800	273,559	213,300	235,200	— 11,700	1·14	+ 21,900	10·26
United Provinces of Agra and Oudh...	6,684,800	5,694,700	6,514,000	2,278,984	2,124,000	2,984,900	+ 819,300	14·38	+ 860,900	40·53
Bengal	1,244,700	1,255,200	1,427,900	442,140	319,800	540,700	+ 172,700	13·75	+ 220,900	69·07
Eastern Bengal and Assam ...	148,400	76,800	72,300		14,200	25,300	— 4,500	5·85	+ 11,100	78·16
Mysore	4,100	1,600	3,200	502	200	400	+ 1,600	100·00	+ 200	100·00
GRAND TOTAL...	27,901,500	26,068,100	27,839,100	8,078,345	7,597,500	9,565,400	+1,771,000	6·79	+1,967,900	25·9

(*a*) Including Native States within provincial boundaries.

(*b*) Excluding Mewar and Dholpur States.

The yield per acre is shown in the following statement :—

Provinces.	Average of previous 5 years.	Year* 1908-09.	Year† 1909-10.
Bombay Proper	·204	·219	·253
Provinces supplying Bombay ...	·211	·206	·242
All India	·289	·291	·343

* Rectified. † Subject to revision.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last nine years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	9·0	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	14·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·80	12·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
„ 1907	16·57	12·73	14·72	9·90
„ 1908	8·56	7·81	8·25	7·75
„ 1909	8·88	9·48	10·18	7·93
„ 1910	11·33	10·26	11·18	8·48
April 1910	12·02	11·73	11·37	8·37

EXPORTS.

The table shows the Exports of Wheat from India to Europe in thousands of tons :—

From	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	Average, 1899-1908
Bombay ...	84	108	1	28	24	210	265	139	10	2	82
Karachi ...	870	694	110	933	657	925	1223	776	468	258	567
Calcutta ...	129	128	...	5	6	166	434	189	36	1	97
Total...	1,083	930	111	966	687	1,301	1,922	1,104	514	261	746

COTTON.

Receipts.—The aggregate for the twelve months ending 30th June 1910 reached the record figure of 3,152,000 bales, being 986,000 bales (45·52 per cent.) over the total for the season 1908-09 and 848,000 bales (36·80 per cent.) in excess of the average for the previous ten seasons, while it exceeded the previous highest total, *viz.*, 2,949,000 bales in 1906-07, by 203,000 bales (6·88 per cent.). These results were mainly due to unusually favourable conditions, which produced an exceptionally good and early crop in the Oomra and Broach districts; while the outturn in the Bengal, Dhollera, and the Coompta and Dharwar districts was also well up to, or slightly in excess of the average of the previous three seasons, and contributed considerably to the volume of supplies which reached this port in the twelve months. The arrivals during the calendar year 1909 (2,860,000 bales) do not show such a striking increase compared with the returns for the preceding year (2,622,000 bales), and are 96,000 bales below the record total for a calendar year of 2,956,000 bales in 1907.

The season was an unusually early one; and the paucity of supplies carried over from the previous season, and the high level of prices consequent upon the smallness of the American crop, were influences which combined to expedite the marketing of early arrivals in the Bengal and Oomra districts. As a result a larger proportion of the crop than is usually the case reached Bombay during the last quarter of 1908, and helped materially to swell the total for that year.

The following table gives in detail the receipts at Bombay of the various growths during the season and calendar year, together with the corresponding returns for the three previous

years and seasons, and the respective averages for the preceding decade:—

Receipts of Cotton into Bombay of each growth.

(000's omitted.)

Growths.	Seasons ending 30th June				Average 1898-99 to 1907-08.	Calendar years ending 31st Dec.				Average, 1899 to 1908.
	1909-10.	1908-09.	1907-08.	1906-07.		1910.	1909.	1908.	1907.	
	F.P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
Khandeish	423	307	181	358	423	388	395	202	321	419
Central India ..	218	111	69	134		231	126	69	135	
Barsee and Nugger..	272	129	135	248	167	216	193	116	249	163
Berar	526	341	317	470	714	443	442	295	451	700
Central Provinces ..	296	155	243	313		213	252	196	316	
Total Oomras.	1,735	1,043	945	1,523	1,304	1,471	1,408	881	1,472	1,282
Dhollera .. .	250	219	216	309	189	257	214	188	337	191
Broach	306	192	209	281	177	305	190	210	278	177
Coompta & Dharwar.	223	243	226	167	141	278	180	227	227	151
Westerns .. .	46	52	19	17	27	43	53	28	13	25
Bengal. N.-W. Provinces.	414	291	344	508	399	333	437	381	462	408
Bengal. Rajputana	123	68	63	100		128	79	89	122	
Sind	44	25	45	15	40	40	48	45	19	41
Persian	5	3	2	3	5	3	6	2	3	5
Other Sorts	6	20	54	26	22	2	17	54	23	22
Total..	3,152	2,166	2,123	2,949	2,304	2,860	2,622	2,005	2,956	2,302

Exports.—Favoured by the unusual combination of unprecedentedly large supplies with an active foreign demand, and the abnormally high level of prices obtained from foreign spinners consequent upon a short crop in America, the total exports amounting to 2,022,000 bales during the twelve months ending 30th June 1910, and to 2,071,000 bales in the calendar year 1910 have surpassed all previous records. Compared with the previous season's return, the total shipments to all ports show an increase of 656,000 bales (48·02 per cent.), while it exceeds the average of the previous ten seasons by 797,000 bales, or 65·06 per cent. The shipments to Europe were on a very free scale, amounting to 1,054,000 bales, or 52⅛ per cent. of the total exports; but the most notable feature in these returns is the very large shipments which were made from Bombay last season to Far Eastern Ports, aggregating 933,000 bales, as compared with 700.000 bales during 1908-09, and 487,000 bales, the average of the

previous ten seasons. To Calcutta and Coast Ports, Bombay, exported 35,000 bales last season, as against 23,000 bales during the previous twelve months, and a decennial average of 28,000 bales. The conditions obtaining during the past season were on the whole unfavourable to the local industry, resulting in a reduced consumption by the Local Mills estimated not to have exceeded 984,000 bales—a contraction, as compared with the previous season, of over 100,000 bales.

Exports of Cotton and Mill Consumption.

(000's omitted.)

To—	Seasons ending 30th June.				Average, 1898-99 to 1907-08.	Calendar years ending 31st December.				Average, 1899 to 1908.
	1909-10.	1908-09.	1907-08.	1906-07.		1910.	1909.	1908.	1907.	
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
Great Britain	96	22	28	65	42	93	34	27	57	42
Continent	958	621	703	1,104	668	1,060	639	633	1,069	677
Total Europe ..	1,054	643	731	1,169	710	‡1,153	* 673	† 660	1,126	719
China and Japan ..	933	700	408	680	487	885	748	468	648	486
Calcutta and Coast Ports	35	23	46	67	28	33	29	34	61	27
Total Eastward ..	968	723	454	747	515	918	777	502	709	513
Total Exports	2,022	1,366	1,185	1,916	1,225	2,071	1,450	1,162	1,835	1,232
Mill Consumption ..	984	1,099	1,079	1,115	974	*984	*1,099	*1,079	*1,115	*974
Grand Total ..	3,006	2,465	2,264	3,031	2,199	3,055	2,549	2,241	2,950	2,206

* Years ending 30th June. † Excluding 2,265 bales exported to U. S. of America.
§ Do. 797 do. do. do.
‡ Do. 100 do. do. do.

An analysis of the foregoing returns for last season show that the supplies available at Bombay were distributed in the following proportions:—

Distribution.

Exported to Great Britain ...	3·193
,, ,, Continent	31·870
,, ,, China and Japan ...	31·038
,, ,, Calcutta and Coast ...	1·164
Total Exports	67·265
Mill Consumption	32·735
Total	100·00

The annexed table gives the clearances from Bombay to various European ports during the last two calendar years :—

Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1909 *and* 1910.

To—	1910.			1909.			Increase or Decrease.	Percentage.
	6 months ending 31st December.	6 months ending 30th June.	Total for 12 months.	6 months ending 31st December.	6 months ending 30th June.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	(A) 12,547	(E) 79,867	92,414	(a) 15,688	(h) 16,431	32,119	+ 60,295	187·72
London	16	21	37	(b) 524	350	874	— 837	95·76
Manchester	....	981	981	....	..	..	+ 981	....
Hull	209	(F) 427	636	(c) 1,705	(i) 31	1,736	— 1,100	63·36
Marseilles	(B) 6,133	(G) 19,549	25,682	(d) 6,544	(j) 13,496	20,040	+ 5,642	28·15
Havre	2,584	27,113	29,697	506	14,811	15,317	+ 14,380	93·88
Dunkirk	10,946	71,955	82,901	2,737	(k) 56,241	58,978	+ 23,923	40·56
Rouen	....	100	100	..	....	....	+ 100	....
Antwerp	45,320	(H) 150,796	196,116	37,805	(l) 83,161	120,766	+ 75,350	62·39
Ghent	1,100	1,200	2,300	165	770	935	+ 1,365	145·98
Hamburg	51,412	(J) 146,723	198,135	(e) 28,670	(m) 84,374	113,044	+ 85,091	75·27
Bremen	1,563	14,172	15,735	5,278	7,215	12,493	+ 3,242	25·95
Genoa	(C) 77,081	95,574	172,655	43,997	42,985	86,982	+ 85,673	98·49
Venice	(D) 33,231	(K) 39,391	72,622	(f) 16,935	(n) 29,812	46,747	+ 25,875	55·35
Leghorn	400	375	775	100	450	550	+ 225	40·90
Naples	9,539	11,382	20,921	6,571	9,179	15,750	+ 5,171	32·83
Catania	109	949	1,049	852	602	1,454	— 405	27·85
Ancona	1,998	2,571	4,569	1,628	1,436	3,064	+ 1,505	49·11
Trieste	57,928	101,246	159,174	55,964	(r) 54,679	110,643	+ 48,531	43·86
Fiume	3,658	(L) 7,249	10,907	(g) 3,658	2,312	5,970	+ 4,937	82·69
Barcelona	21,590	32,484	54,074	8,630	(p) 10,223	18,853	+ 35,221	186·81
Malaga	200	100	300	....	....	....	+ 300	....
Santandar	50	....	50	....	....	....	+ 50	....
Corunna	100	....	100	....	....	....	+ 100	....
Rotterdam	...	112	112	....	100	100	+ 12	12·00
Christiania	105	195	300	....	50	50	+ 250	500·00
Bergen	110	210	320	..	....	....	+ 320	....
Aalesund	....	10	10	....	....	....	+ 10	....
Stockholm	....	150	150	55	....	55	+ 95	172·72
Gothenburg	715	5,100	5,815	1,160	1,555	2,715	+ 3,100	114·18
Norkopping	....	50	50	55	330	385	— 335	87·01
Uddevalla	100	165	265	55	....	55	+ 210	380·18
Malmoe	220	1,405	1,625	1,050	1,222	2,272	— 647	28·47
Warberg	220	510	730	....	....	....	+ 730	....
Lisbon	....	196	196	....	....	....	+ 196	....
Riga	...	500	500	....	100	100	+ 400	400·00
Odessa	....	900	900	200	....	200	+ 700	350·00
Syra	205	125	330	....	....	....	+ 330	....
Total	339,380	813,853	*1,153,233	240,332	431,915	† 672,247	Net Increase 480,986—71·54	

* Excluding 75 Bales exported to U. S. of America (New York).

† Do. 2,265 do. do. do. do. (100 Boston, 2,165 New York).

N.B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

1910.—(A) Including 249 for Spain. (B) 5,952 for Spain. (C) 200 Switzerland. (D) 200 Austria. (E) Including 111 for Norway, 305 Sweden. (F) 317 Sweden, 110 Spain (G) 14,206 Spain. (H) 605 Germany (J) 2,926 Sweden. (K) 100 Austria. (L) 110 Italy.

1909.—(a) Including 165 for Sweden. (b) 300 France. (c) 63 London, 1,476 Sweden, 166 Norway. (d) 5,435 Spain. (e) 277 Sweden. (f) 300 Austria. (g) 330 Italy. (h) Including 100 for Spain. (i) For London. (j) 8,205 Spain, 221 Italy. (k) 1,059 United Kingdom, 385 Germany. (l) 440 Germany, 302, Norway, 350 France, 99 Holland. (m) 1,193 Sweden. (n) 250 France. (p) 100 Italy. (r) 440 Italy, 110 Germany.

Actual Clearances of Cotton from Bombay to each Country in Europe during the years ending 31st December 1909 *and* 1910.

Country of Destination.	1910.	1909.
	Bales.	Bales.
United Kingdom	92,972	33,577
France	120,232	79,910
Belgium	197,811	120,530
Holland	112	199
Switzerland	200	.....
Spain	73,041	32,493
Portugal	196	.....
Italy	272,201	155,088
Sweden	12,187	8,594
Norway	741	518
Germany	211,549	125,005
Austria	170,271	116,033
Russia	1,400	300
Greece	330	.....
Total ...	* 1,153,233	† 672,247

* Excluding 797 Bales exported to U. S. of America.

† „ 2,265 „ „ „ „

Statement showing the total measurement of Bales and Miscellaneous Packages with Receipts, for the Year 1910.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1910	2,855,234	44,613 0 6	308,668	20,011 10 6	17	8 8 0	.....	1,219 14 3	3,163,919	65,853 1 3

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873..	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	16,324	21,561	...	5,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	..
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,871	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,149	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,947,198	45,497	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...
Do. 31st Dec. 1903...	2,664,171	52,654 *	31,522	21,131	...
Do. 31st Dec. 1904...	2,292,791	48,673 *	29,666	19,006	...
Do. 31st Dec. 1905...	2,534,599	53,255 *	31,427	21,828	...
Do. 31st Dec. 1906...	2,685,432	54,215 *	33,516	20,699	...
Do. 31st Dec. 1907...	2,976,312	60,171 *	37,054	23,117	...
Do. 31st Dec. 1908...	2,302,349	48,844 *	39,706	9,138	...
Do. 31st Dec. 1909...	2,736,023	57,502 *	38,310	19,192	...
Do. 31st Dec. 1910...	3,163,919	65,353 *	40,617	25,236	...

* Including Rs. 10,000 credited to Chamber's Funds for Office Supervision.

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1910.

RECEIPTS.	Amount. Rs. A. P.	Amount. Rs. A. P.	EXPENDITURE.	Amount. Rs. A. P.	Amount. Rs. A. P.
Balance on 31st December 1909		1,01,376 13 9	Office rent	4,968 0 0	
Subscriptions	19,401 12 0		Printing—		
Publications	20,906 2 9		Annual Report, 1909, and other Miscellaneous Papers	3,463 0 0	
Measurement Fee Account.			Advertisements	418 4 3	
Rs. a. p.			Newspapers and Books	646 8 0	
Measurement Fee Receipts.... 65,853 1 3			Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	45,541 5 10	
Rs. a. p.			Telegrams, Stationery, and cost of Weather and Crop Reports	2,936 4 3	
Less—Salaries to Measurers, Sepoys, etc. 30,617 3 0			Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	22,736 2 8	
—Contribution to the Chamber's Establishment . 10,000 0 0			Auditors' Fee for the year ending 31st December 1910	150 0 0	
40,617 3 0	25,235 14 3		Telephone Rent from 1st March 1910 to 28th February 1911	200 0 0	
Interest on Fixed Deposits	4,040 0 0		Law charges	296 10 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	441 14 5		Contribution, Interest, &c., paid to Provident Fund	2,457 15 9	
			Expenses paid to the Representative of the Chamber for attending Agricultural Conference at Poona	50 0 0	
					83,864 2 9

Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Funds of the Chamber as under :—		
Contribution from the Bombay Cotton Trade Association, Ld.....	6,680 0 0		Fixed deposit receipts of the Chartered Bank for 1 year at 4 per cent.	36,500 0 0	
Contribution from the Bombay Millowners' Association	7,500 0 0		Do. Mercantile Bank of India, Ld., for 1 year at 4 per cent.....	13,500 0 0	
Balance of Receipts over Expenditure on Arbitration Fees	391 8 0		Do. National Bank of India, Ld., for 1 year at 4 per cent.	31,000 0 0	
			Do. Bank of Bombay for 1 year at 4 per cent.	20,000 0 0	
		94,597 3 5	Bank of Bombay Current Deposit Accounts— Rs. a. p.		
			Balance of Chamber's Current Accounts 12,849 4 2		
			Less amount due to the late Mr. C. J. Michael's Family Fund 311 14 0		
				12,537 6 2	
			Cash in hand	663 8 3	
				1,14,200 14 5	
			Less—Cost of Weather and Crop Reports, Auditor's Fee, &c., unpaid.....	2,091 0 0	
			Net Balance to carry forward ..	....	1,12,109 14 5
Total Rs. ..	....	1,95,974 1 2	Total Rs.	....	1,95,974 1 2

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY, 19th *January* 1911.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1910.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1909	....	15,240 14 1	Claims paid to Members of the Staff..	.....	803 3 2
Subscriptions paid by the Members of the Staff	....	2,957 0 0	Expenses—		
			Total Expenses	62 10 0	
Contribution paid—			*Less*—Amount forfeited	59 10 5	
					2 15 7
By the Chamber of Commerce	2,320 0 0		Balance as under—		
,, ,, Millowners' Association.....	384 0 0		City of Bombay Improvement Trust Bonds at 4 per cent. for Rs. 14,500—cost	14,257 8 0	
,, ,, Cotton Trade Association, Ltd.	253 0 0		Port Trust Bonds at 4 per cent. for Rs. 3,000—cost	2,992 8 0	
		2,957 0 0	Cash in the Bank of Bombay	3,767 12 9	
Interest	....	669 1 5			21,017 12 9
Total Rs. ..	....	21,823 15 6	Total Rs. ..	....	21,823 15 6

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 19th *January* 1911.

THE BOMBAY CHAMBER OF COMMERCE.

THE LATE MR. C. J. MICHAEL'S FAMILY FUND.

Statement of Accounts made up to 31st December 1910.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1909	....	19,354 6 0	Monthly allowance paid to Mrs. Annie Michael.....	2,295 0 0	
Interest on Fixed Deposits	....	732 8 0	Tuition and Board fees of Master Cyril Michael.....	480 0 0	
					2,775 0 0
			Balance as under :—		
			Fixed Deposit Receipt of the Bank of Bombay for 1 year at 4 per cent.	16,000 0 0	
			Do. do. for 6 months at 2½ per cent.....	1,000 0 0	
			Cash with the Chamber of Commerce	311 14 0	
					17,311 14 0
Total Rs. ..	....	20,086 14 0	Total Rs. ..	. . .	20,086 14 0

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 19th *January* 1911.

APPENDIX A-1.

TONNAGE SCALE.

CUT COPRA IN BAGS.

CHAMBER OF COMMERCE,
COCHIN, 17th January 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR.—I am directed by members of this Chamber to inform you that it is contemplated altering the Tonnage Scale of Copra for the Malabar Coast from 14 cwts. to 12 cwts. per Shipping Ton to bring the rate into line with that obtaining from Colombo, and to ask whether your Chamber will agree to make a corresponding alteration in your Scale, a request which in view of the fact that the quantities of this variety of cargo shipped from Bombay cannot be heavy and what is shipped originating, I understand, from Malabar, it is hoped your Chamber will see its way to accede to. Might I suggest an alteration from 11 cwts.—your present Scale—to 9 cwts.—Yours faithfully.

E. H. COOPER,
Hon. Secretary.

No. 350 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 27th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Cochin.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 7th January, stating that you are contemplating altering your Tonnage Scale for Copra, and asking whether this Chamber would make a corresponding change in the Tonnage Scale here.

In reply I am to say that no reduction in the Scale can be made without making a test, and your letter does not show whether your proposal is the result of any tests undertaken at Cochin. If you could see your way to making a fresh test and let us know the result, the question will be reconsidered.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
COCHIN, 6th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Replying to your letter No. 350 of 1910, dated 27th ultimo, I am requested to inform you that according to Steamer Agents' experience, extending over a long period, 14 cwts. nett cut Copra in bags (being the present tonnage scale on this Coast) stows in 60 c.ft.

As the result of a test experiment recently made I find that 64 bags of Copra weighing 4 tons, the equivalent of 571 Cochin shipping tons, occupied 360 c.ft. or 63 c.ft. the shipping ton, against the Cochin Basis of 50 c.ft. By amending our Tonnage Scale to 12 cwts. a shipping ton of Copra will stow into 54 c.ft. which is a more equitable standard.

From the above particulars it is shown that at present your Tonnage Scale allows Copra to occupy 49½ c.ft. whereas were you to alter the scale to 9 cwts. it would occupy just 40½ c.ft.

Hoping in the light of this information that you will now see your way to meet this Chamber in the matter of the proposed alteration. —I am, etc.,

E. H. COOPER,
Hony. Secretary.

No. 421 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 23rd May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Cochin.

DEAR SIR,—I beg to acknowlege receipt of your letter of the 6th instant, and to inform you that it has been decided to hold a tonnage test for cut copra as soon as a sufficient quantity is available for the purpose.

At the same time I am to ask whether the Calcutta and Madras Chambers have also arranged to alter the scale in conformity with the scale you propose? It is felt that if a change is to be made, it should be similar in all the ports.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
COCHIN, 28th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Replying to your No. 421 of 1910, dated the 23rd instant, we write to inform you that being convinced of the unfairness to steamers of the present tonnage scale for cut copra in bags remaining at 14 cwts and in view of the shipping season for this Coast being now practically at an end it was decided at a meeting of this Chamber held on the 27th to alter the scale to 12 cwts. and it was considered that the present was a favourable opportunity for carrying the change into effect with least likelihood of inconvenience to shippers. The altered scale will come into force as from the 1st July next.

This Chamber notes from your letter under acknowledgment that your Chamber has decided to hold a tonnage test for cut copra and as several shipments are now being made, I understand, *via* Bombay it is hoped that this test can be carried out at an early date and I shall be obliged if you will inform me the result and also the decision of your Chamber which my members hope and request will be to alter your scale in conformity with the amendment just introduced here.

Although no shipments of Coprah are made from either Calcutta or the East Coast the various Chambers of Commerce concerned have been advised of the alteration agreed to here and it is hoped that they will make similar alterations.—I am, etc.,

E. H. COOPER,
Hony. Secretary.

APPENDIX A-2.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE.

No. 315 of 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 1st March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am instructed to forward for your information, and for such action as your Chamber may be disposed to take, the accompanying copy of a letter which the Committee of this Chamber have addressed to the London Chamber, in regard to the procedure rules of the Seventh Congress of Chambers of Commerce of the Empire.—I am, &c,.

H. M. HAYWOOD,
Secretary.

No. 296 of 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 24th February 1910.

The SECRETARY, CHAMBER OF COMMERCE,
London.

DEAR SIR,—Sir Alexr. McRobert and Mr. G. B. Allen, who represented this Chamber and the Upper India Chamber at the Sydney Congress, have drawn attention to the rules governing the voting.

2. On referring to these rules, the Committee notice that they are as follows:—

"Chambers representing towns with a population of a
" million and upwards receive five votes.

"Chambers representing towns with a population of over "half and under one million receive three votes.

"Chambers representing towns with a population of over "a quarter and under half a million receive two votes.

"Chambers representing towns with a population of under "a quarter of a million receive one vote."

3. The population (1901) of Calcutta and Howrah is given in the Statesman's Year Book as 1,184,581. It follows therefore that the Bengal Chamber of Commerce was entitled to five votes at the Congress. But Sir Alexr. McRobert and Mr. Allen have reported that two votes only were allowed to Bengal; and that one vote was accorded to the Upper India Chamber, which draws its members from cities with an aggregate population of about two millions. Sir Alexander has further pointed out that a similar restriction was made at the London Congress in 1906, when he brought it to the notice of the authorities. The mistake was not, however, corrected, and the restriction was again enforced at Sydney, as I have stated.

4. The Committee do not know if a similar departure from the procedure rules was made in the case of Chambers other than Indian. But if not, they feel bound to protest against the restriction as being unfair to the Indian Chambers, which represent not only an enormous population, but an immense volume of trade. The aggregate foreign trade (imports and exports) of Calcutta during the year 1907-08, was Rs. 13,673 lakhs, or about £91 millions sterling; and it may be safely stated that the bulk of this trade is in the hands of members of the Bengal Chamber of Commerce. The total is vastly greater than the aggregate trade of any of the Australian or South African provinces. According to the last issue of the Statesman's Year Book, the total trade of New South Wales for 1907-08 was not more than £50¼ millions; and of Victoria about £35 millions; while none of the other Australian Colonies reached £15 millions. Similarly, the import and export trade of Cape Colony for the same period was not more than £60 millions; while the Transvaal aggregated about £47 millions. Figures for the various Canadian provinces are not before the Committee, but the total trade of the Dominion in 1907 did not exceed £133¾ millions against India's total of upwards of £250 millions.

Statesman's Year Book, 1909. pp. XXXII to XXXV.

5. In view of these figures, it does not seem to the Committee to be necessary for them to do more than to bring the matter before the notice of the authorities of the Congress. For not only is the population of Calcutta vastly greater than the population of any of the Colonial ports, but as I have shown, its trade is on an equally gigantic scale. If, therefore, the procedure rules are strictly adhered to in the case of the Colonial Chambers, it is difficult to understand why they should be so departed from as to weaken the influence of the Bengal Chamber in the Congress. The same remarks apply, in perhaps a lesser degree, to all the other Indian Chambers, notably Bombay and Upper India.

6. The Committee trust that the point thus raised will be fully considered by the Congress authorities, and that in future the Indian Chambers may be accorded their correct number of votes as prescribed by the procedure rules.—I have, &c.,,

H. M. HAYWOOD,

Secretary.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 1st March 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to hand you copy of a letter addressed to the President of the Seventh Congress of Chambers of Commerce of the Empire by the Indian delegates to the Congress held in 1909 in Sydney, drawing attention to the departure from the published Congress Rules in the matter of the number of votes accorded to Indian Chambers.

This question was raised by Sir Alexander (then Mr.) McRobert at the Congress which assembled in London in 1906 and it was then understood that the non-compliance with the Rules would be rectified.

There would seem to be a determination to ignore the legitimate claims of India on this point and I am to ask whether your Chamber would be prepared to join in a representation in support of the

letter signed by Sir Alexander McRobert, the Hon'ble Mr. M. de P. Webb and Mr. G. B. Allen to which reference is made above.—I am, &c.,

A. SHAKESPEAR,
Secretary.

MENZIES HOTEL,
MELBOURNE, 30th September 1909.

SIR ALBERT SPICER, BART., M. P., PRESIDENT,
Seventh Congress of Chambers of Commerce
of the Empire.

SIR,—We have received through the Melbourne Chamber of Commerce copies of the enclosed list purporting to be the "Chamber Vote on Preferential Trade."

In order to avoid misunderstanding we take the earliest opportunity of drawing attention to several inaccuracies in the list. In the first place we would point out that Upper India voted *against* the Resolution. Secondly, we desire once more to bring to your notice that under the Congress Rules, copy herewith for easy reference, Bengal and Upper India are entitled to 5 votes each. Calcutta, the head-quarters of the Bengal Chamber, has alone a population of over 1,200,000. The Upper India Chamber with its office at Cawnpore draws its members from the following cities besides other small towns, Allahabad, Benares, Mirzapore, Lucknow, Bareilly, Cawnpore, Jhansi, Agra and Aligarh, having an aggregate population of over two millions and not represented by any other organization having like objects.

In confirmation of these figures we would crave reference to the usual authorities.

We beg the favour of your kindly forwarding this letter and its accompaniments to the Congress authority in London, so that correct Voting lists may be issued in future.—I have, &c.,

(Sd.) G. B. Allen,
(„) A. McROBERT, } Delegates representing Bengal and Upper India.
(„) M. DE P. WEBB, Delegate representing Karachi.

No. 219 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1910.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge with thanks your letter No. 315-1910 of the 1st instant, together with enclosure referring to the procedure rules of the Congress of Chambers of Commerce.

In reply I am to inform you that my Committee have addressed the London Chamber of Commerce and have asked for some assurance that in future the Indian Chambers will be given the full number of votes to which they are entitled under the said rules.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letter to the Upper India Chamber of Commerce, Cawnpore.

No. 221 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1910.

THE SECRETARY, CHAMBER OF COMMERCE,
London.

DEAR SIR,—My Committee have been favoured with copies of letters addressed to you by the Bengal and Upper India Chambers of Commerce on the matter of the number of votes accorded to Indian Chambers.

This question was raised by the representatives of Indian Chambers at the Congress which was assembled in London in 1906, and it was then understood that the non-compliance with the Rules governing votes should be rectified, but this appears not to have been done at the last Congress held in Sydney in 1909.

The Bombay Chamber is fully in accord with other Indian Chambers in this matter, and my Committee now desire me to ask if some assurance can be obtained that at the next and all future Congresses the Indian Chambers will receive the number of votes to which, under the rules, they are entitled.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

OXFORD COURT, CANNON STREET,
LONDON, E. C., 2nd April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am in receipt to-day of your letter of March 16th, on the subject of the number of votes accorded to Indian Chambers in connection with the Seventh Congress of Chambers of Commerce of the Empire.

It is not, of course, a question of a clerical error in drawing up the voting list, this having been approved by the Committee here. The real point at issue turns on the native element in the population, which some appear to think should not be given, at any rate, its *full* numerical value.

The whole matter will, however, be fully debated at the next meeting of the Congress Organising Committee, at which your letter and those received from other Indian Chambers and delegates will be read.—I am, &c.,

CHARLES E. MUSGRAVE,
Secretary.

No. 354 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 28th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
London.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 2nd instant regarding the number of votes accorded to Indian Chambers in connection with the Seventh Congress of Chambers of Commerce of the Empire.

It appears to my Committee that quite apart from the number of the population the volume of trade of each particular town should be taken into consideration. It is obvious that ports of the magnitude of Bombay and Calcutta should not be classified with small inland towns in the United Kingdom and the Colonies.

Trusting you will favour us with the result of the deliberations of the Congress Organising Committee as referred to in your letter,—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 30th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to forward copy of a letter, dated 30th instant, addressed by this Chamber to the London Chamber of Commerce on the subject of the departure from the rules governing the voting at the Seventh Congress of Chambers of Commerce of the Empire held last year in Sydney, whereby Indian Chambers were placed at a serious disadvantage.—I am, &c.,

A. SHAKESPEAR,

Secretary.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 30th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,

London.

DEAR SIR,—I am directed to draw the attention of your Committee to the fact that the rules purporting to govern the voting at the Seventh Congress of Chambers of Commerce of the Empire held in Sydney last year were departed from to the disadvantage of the Bengal Chamber of Commerce and of this Chamber. Two votes were accorded to the Bengal Chamber and one vote to this Chamber, whereas each Chamber was entitled under the rules of the Congress to five votes.

Sir Alexander McRobert and Mr. G. B. Allen, representing the Bengal and the Upper India Chambers, have protested against this procedure and I am to express the hope that on future occasions the rules will be strictly adhered to.—I am, &c.,

A. SHAKESPEAR,

Secretary.

OXFORD COURT, CANNON STREET,
LONDON, E.C., 18th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have your letter of 28th April and beg to say that the question of the votes accorded to Indian Chambers was discussed at a recent meeting of the Congress Organising Committee and a Sub-Committee was appointed to consider the whole question of voting.

I might add that the volume of trade basis was suggested at the meeting, it being generally considered that the population basis was unsatisfactory.—I am, &c.,

CHARLES E. MUSGRAVE,
Secretary.

No. 973 of 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 22nd June 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Seventh Congress of Chambers of Commerce of the Empire.

DEAR SIR,—In continuation of previous correspondence in connection with the above subject, I am directed to send you a copy of a letter of 27th May, which has been received from Mr. W. Parsons, the representative of this Chamber in England. It will be observed that the suggestion has been made that the voting at the Congress of Chambers should be based on proportion of trade rather than on population ; and that the further consideration of the matter has been referred to a special Sub-Committee. Mr. Parsons thinks it would be useful meantime to have the views of the Indian Chambers on the proposal to change the basis of the voting, and I am directed to ask if you will be good enough to favour this Chamber with an expression of your opinion in that connection.—I am, &c.,

W. K. CUNNISON,
Acting Secretary.

S. ALBANS, 27th May 1910.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

Dear SIR,—I have to acknowledge with thanks receipt of your letter No. 591—1910 of 14th April, the enclosures in which furnished me with all needful information, with regard to the position taken up by the Indian Chambers of Commerce on the question of voting at the Congress.

I attended by invitation a meeting of the Congress Organising Committee at the London Chamber of Commerce on the 5th May, at which Sir Albert Spicer, Bart., M.P., was present. Mr. Charles Charleton, Chairman of the Committee, presided.

The whole question of the basis of representation was discussed, the general opinion being, and in this Sir Albert Spicer, the President of the London Chamber, concurred that a mistake had been made in the first instance in placing it on population, and that voting power would be more correctly and satisfactorily based upon the proportion of trade.

Your letter of 24th February, and also those from the Bombay and Madras Chambers to the London Chamber were read and as these stated the case so fully from the Indian point of view, there was but little left for me to say, but to support the views which had been so ably and clearly expressed from your side. There was no letter before the meeting from the Upper India Chamber, but I quoted what Sir Alexander McRobert had written to you.

I also endeavoured to impress upon the meeting that so long as population was the basis of voting, so long would the Indian Chambers claim their full proportion of votes, on the total population of the cities they represented, and that no question of colour could be introduced. Some of the members were inclined to think that in Eastern cities only the European population should be counted, but I pointed out that all the Indian Chambers represented large native interests, and that the immense industrial population was as much connected with commerce as the workers in Manchester or Glasgow.

The tone of the meeting was sympathetic, and the further consideration of the matter has been referred to a special Sub-Committee the meetings of which I understand I shall be invited to attend. In a private conversation with the Chairman, I told him there was a real grievance, which must be remedied before the next Congress if the Indian Chambers were not to stand out, and he said he recognised this.

Personally, I am inclined to think that a scheme of representation based upon the proportion of trade, would be a fair way of meeting the difficulty, as the trade returns quoted by you in your letter of 24th February to the London Chamber of Commerce would apparently place Calcutta in its proper relative position to other great business centres, but it might be advisable, while the matter is under discussion, to obtain the views of all the Indian Chambers on the proposal.—I am, &c.,

W. PARSONS.

No. 572 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 7th July 1910.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—I am directed to acknowledge with thanks your etter No. 973 of the 22nd June 1910, together with a copy of a letter from Mr. W. Parsons, your London representative, wherein it is suggested that the voting at the Congress of Chambers should be based on proportion of trade rather than on population.

My Committee consider the proposal an equitable one, but foresee difficulty in arriving at correct trade returns for each and every centre. They will however support the scheme if all doubt in this direction can be satisfactorily removed.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX B-1.

STAMP DUTY ON SHARE TRANSACTIONS.

CHAMBER OF COMMERCE,
MADRAS, 7th July 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—As your Chamber is no doubt aware the system of charging the stamp duty on share transactions in India differs from that obtaining in Burma, Ceylon and the rest of the British Empire, although the *ad valorem* percentage is now the same. This Chamber is of opinion that the Indian system should be altered as soon as possible so as to bring it into conformity with that obtaining in other share markets, as it considers that a uniform system of share dealing would be in the best interests of joint stock enterprise in India and of the investing public both in this country and elsewhere.

This Chamber understands that there is no legal obstacle to charging the ½ per cent. *ad valorem* duty to buyers nor any valid reason why the seller should pay it. The latter now adds it to his price, thereby causing the published quotations in the newspapers to be higher than the actual values.

This Chamber will be glad of an early expression of your Chamber's opinion on this matter, and, if such be in accordance with its view, it will be glad to know whether you will address the Bombay Native Share Brokers' Association on the subject with a view to having the desired alteration effected at an early date.—I have, &c.,

H. S. FRASER,
Chairman.

A. E. LAWSON,
Secretary.

No. 604 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 21st July 1910.

The SECRETARY,
THE BOMBAY NATIVE SHARE BROKERS' ASSOCIATION,
Bombay.

DEAR SIR,—As your Association is aware the system of charging the stamp duty on share transactions in India differs from that obtaining in Burma, Ceylon and the rest of the British Empire, although the *ad valorem* percentage is now the same.

Proposals have reached this Chamber suggesting that the Indian system should be altered so as to bring it into conformity with that obtaining in other share markets, as it is considered that an uniform system of share dealing would be in the best interests of joint stock enterprise in India, and of the investing public both in this country and elsewhere.

It is stated that there is no legal obstacle to charging the ½ per cent. *ad valorem* duty to buyers, nor any valid reason why the seller should pay it. The latter now adds it to his price, thereby causing the published quotations in the newspapers to be higher than the actual value.

My Committee are not desirous of moving in the matter without obtaining full and complete information from all concerned, and they would therefore be much obliged if you would kindly favour them with an expression of your opinion as to the desirability of the proposed change.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 7th October 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to remind you that I have not yet been favoured with a reply to my letter of the 7th July 1910 *re* stamp duty

on share transactions, and to request that you will be good enough to send one at your early convenience.—I am, &c.,

H. S. FRASER,
Chairman.

A. E. LAWSON,
Secretary.

No. 828 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th October 1910.

The SECRETARY, BOMBAY NATIVE SHARE BROKERS' ASSOCIATION,
Bombay.

DEAR SIR,—I am desired to draw your attention to my letter No. 604 of the 21st July last, regarding stamp duty on share transactions and to request that you will be so good as to favour my Committee with an early expression of your views on the question.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

No. 829 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th October 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—In reply to your letter dated 7th instant, regarding stamp duty on share transactions I beg to inform you that before expressing an opinion thereon my Committee were desirous of obtaining the views of the Bombay Native Share Brokers' Association and wrote to them on 21st July last to that effect.

I regret an answer has not yet been received but it is hoped my Committee will be in a position to reply to your letter of 7th July very shortly.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

THE NATIVE SHARE AND
STOCK BROKERS' ASSOCIATION,
BOMBAY, 20th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your office No. 604 of 1910, dated the 21st July last, I beg to state that the same was placed yesterday before my Committee for their consideration and that they have directed me to say that the proposed change that instead of the seller the buyer should pay the stamp duty and transfer fees on share transactions is in no way desirable. My Committee are not in favour of disturbing the time-honoured and convenient practice prevailing here, as no special benefit is to be obtained from the said change.—I am, etc.,

A. H. MADAN,
Honorary Secretary and Treasurer.

No. 872 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 27th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—In reply to your letter, dated 7th July last, regarding Stamp Duty on Share Transactions, I am directed by my Committee to state that your proposal to change the system at present obtaining does not commend itself to them nor to the Bombay Native Share and Stock Brokers' Association, to whom the matter was referred for opinion.

I regret the delay which has taken place in answering your letter but as a reply from the Brokers' Association was only received on 20th instant, it has been found impossible to deal more expeditiously with this correspondence.—I am, etc.,

R. E. GREGOR-PEARSE,
for Secretary.

No. 871 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 27th October 1910.

The HONORARY SECRETARY AND TREASURER,
NATIVE SHARE AND STOCK BROKERS' ASSOCIATION,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter, dated 20th instant, regarding Stamp Duty on Share Transfers, and to convey the thanks of my Committee for the information you have been good enough to furnish them with.—I am, etc.,

R. E. GREGOR-PEARSE,
or Secretary.

APPENDIX **B-2**.

INDIAN STAMPS AND COINAGE.

EFFIGY OF KING-EMPEROR.

THE INCORPORATED CHAMBER OF
COMMERCE OF LIVERPOOL,
LIVERPOOL, 1st June 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by the East India and China Trade Section of this Chamber to transmit to you, for the information of your Chamber, copy of communication addressed by this Chamber to the Secretary of State for India, dealing with the question of the issue of new Indian Coinage and Stamps.

I am to say it is hoped that your Chamber, if it approves of the action of this Chamber, will address a simlar letter to Viscount Morley.—Yours faithfully,

THOMAS H. BARKER,
Secretary.

THE INCORPORATED CHAMBER OF
COMMERCE OF LIVERPOOL,
LIVERPOOL, 29th May 1910.

The RIGHT HON'BLE VISCOUNT MORLEY OF BLACKBURN, O.M.,
H. M.'S PRINCIPAL SECRETARY OF STATE FOR INDIA
IN COUNCIL,
India Office, London, S. W.

MY LORD,—At the Annual General Meeting of the East India and China Trade Section of this Chamber held yesterday, under the Chairmanship of Mr. H. D. Dickie, the attention of the Section was drawn to a statement that the Stamps and Coins issued during the reign of the late King Edward VII for use in India, bore a crownless portrait or representation of the Sovereign. It has been suggested that the omission tended to a prejudice hurtful to loyalty in the minds of the less educated natives of India, who, it is said, "cannot realise a King without a Crown."

As the present period is one of unrest in certain circles in India the Section respectfully suggest that, before issuing new Stamps or Coins for India bearing representations of King George V, this matter should receive your Lordship's careful attention and consideration.—I have, &c.,

THOMAS H. BARKER,
Secretary.

No. 544 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1910.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—In view of the impending new issue of Stamps and Coins I am desired to inform you that my Committee are strongly of opinion that the same should bear representations of the King-Emperor wearing a crown.

2. When commenting on the proposed issue of the Nickel anna coin my Committee pointed out at the time that not only would it be more appreciated in this country, but it would also be politic, were

the cast of the Emperor's head to wear a crown in all denominations of Indian coin. This suggestion they were pleased to find was carried out with the new Nickel coin, but coins of other denominations unfortunately continued to be minted bearing the old design.

3. The Indian coinage of King Edward's reign, it is generally felt, did not inspire feelings of respect or veneration for royalty, a common belief in the Native mind being that the effigy on the rupee was that of some official, and not of the King-Emperor, who, in accordance with their ideas of regal dignity, could only be depicted with crown and other emblems of sovereignty.

4. The effigy that approached closest to the Indian ideal of a Sovereign Ruler was that depicted on the coinage towards the end of Queen Victoria's reign, when Her Majesty's head and bust were artistically designed with crown and royal robes.

5. In these circumstances it is respectfully hoped that, as far as India is concerned, classical and occidental ideas will be set aside, and that the Indian view of the question will receive the attention and consideration it deserves before the final design of the new Coins and Stamps is adopted for public use.—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 550 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1910.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed to submit for the information of the Bombay Government the accompanying copy of a letter addressed by this Chamber to the Government of India dealing with the question of the issue of new Indian Coinage and Stamps.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 551 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1910.

The SECRETARY,
The INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
Liverpool.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 1st instant, together with a copy of a letter addressed by you to the Secretary of State for India regarding the question of the issue of new Indian Coinage and Stamps.

In reply I am to explain that the subject has already come under the notice of this Chamber, for, a few years ago, when the new Nickel anna coin was about to be introduced my Committee pointed out that it would not only be politic, but more appreciated in this country, were the cast of the King-Emperor's head to wear a crown in all denominations of Indian coin. The suggestion was adopted in the matter of the Nickel coin which was issued with the effigy of the King-Emperor wearing a Crown and royal robes, but coins of other denominations unfortunately continued to be minted bearing the old design.

My Committee are now again addressing the Government of India on the subject, urging that classical and occidental ideas should not influence Indian coinage, and that Indian sentiments regarding royalty should be carefully considered before the final design of the new Coins and Stamps is adopted for public use.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 3541-A.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,
SIMLA, 7th July 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to thank the Bombay Chamber of Commerce for their letter of the 28th June, with its suggestions for a crowned effigy of the new sovereign of Indian Stamps and Coins. So far as

coins are concerned, designs were actually prepared some time ago for a crowned effigy of His late Majesty on the next issue of rupees; but His Majesty's death prevented their submission for approval. The proper authorities in England have now been addressed with a request for a suitable representation of the present King-Emperor, with a view to the preparation, for the Royal approval, of a crowned effigy appropriate for use on the Indian coinage, and it will probably be possible to use the same design on our stamps. I am to express a hope that the result will be in accord with the wishes of your Chamber.—I have, &c.,

J. E. C. JUKES,
Under-Secretary to the Government of India.

No. 2310 of 1910.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 7th July 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 550, dated 29th June 1910, with which you forward a copy of the Chamber's letter No. 544, dated 28th idem, to the Government of India, suggesting that coins and stamps of future issues should bear the effigy of the King-Emperor wearing a crown.—I have, &c.,

R. D. BELL,
Under Secretary to Government.

No. 603 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 21st July 1910.

The UNDER SECRETARY to the GOVERNMENT of INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I am directed to thank you for your letter No. 3541 of the 7th July, regarding the new design on the Coins and Stamps of

India, and to state that my Committee are pleased to hear that their suggestions in this respect have been received with approval by the Government of India.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
LIVERPOOL, 18th July 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge, with thanks, receipt of your letter, dated 29th ultimo, saying that your Chamber is approaching the Government of India, in accordance with the wishes of this Chamber, with regard to the new issue of Stamps and Coinage in India.

Your letter will be laid before the Committee of the East India and China Trade Section of this Chamber at their next meeting.—I have, &c.,

THOMAS H. BARKER,
Secretary.

No. 660 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 6th August 1910

The SECRETARY,
The INCORPORATED CHAMBER OF COMMERCE,
Liverpool.

New Indian Coinage and Stamps.

DEAR SIR,—I have much pleasure in acknowledging your last letter of the 18th ultimo on the above subject.

As it may interest you, I beg to enclose copies of this Chamber's letter to the Government of India, and of the latter's favourable reply to our proposals.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,

LIVERPOOL, 29th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

New Indian Coinage and Stamps.

DEAR SIR,—I have to acknowledge, with thanks, receipt of your letter, dated 6th instant, enclosing copies of letter on the abovenamed subject addressed by your Chamber to the Government of India, and of reply thereto.

Your letter, together with its enclosures, will be laid before the Committee of the East India and China Trade Section at their next meeting.—I have, &c.,

THOMAS H. BARKER,

Secretary.

APPENDIX B-3.

INDIAN STAMP ACT.

No. 826 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 8th October 1910.

The SECRETARY to the GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

Simla.

SIR,—In connection with the enhancement of various Stamp Duties recently imposed, my Committee desire to state that it appears to them that the present General Stamp Office arrangements do not sufficiently meet public requirements.

2. The only adhesive stamps now issued appear to be those for Foreign Bills and Share Transfers; and the system of having all other documents requiring stamps impressed with same at the General Stamp Office is, my Committee submit, cumbersome besides causing considerable inconvenience and delay. This is especially the case in stamping contracts for the sale and purchase of Bills of Exchange and Government Paper Contracts.

3. My Committee, therefore, beg to suggest that a new set of Revenue Adhesive Stamps of the following denominations, might be issued:—

1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 15 Annas, Rs. 1-4, Rs. 1-9, Rs. 1-14 Rs. 2-3, Rs. 2-8, Rs. 2-13, Rs. 3-2, and Rs. 5.

4. I am to add that certain of these stamps may prove to be of considerable assistance for the purpose of stamping agreements, guarantees, &c.—I have, &c.,

R. G. MONTEATH,
Chairman.

R. E. GREGOR-PEARSE,
for Secretary

No. 5409-F.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,
SIMLA, the 14th October 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of letter No. 826, dated the 8th October 1910, regarding the issue of a new set of revenue adhesive stamps. I am to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

J. E. C. JUKES,
Under Secretary to the Government of India.

APPENDIX B-4.

UNIVERSAL CURRENCY NOTES.

No. 860 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 21st October 1910.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—The attention of my Committee has been drawn to the new Universal Currency Notes of Rs. 10 and Rs. 50 which are now being issued by Government and I am directed to represent that the present form of these notes is unsuitable and likely to lead to much inconvenience.

2. The denomination of the old notes was shown in large and very distinct figures near the two bottom corners, and my Committee when suggesting the change anticipated that the same size figures would be used on the new Universal Notes at the top corners.

3. The chief shortcoming, however, in the new notes is that the figures denoting the value in English characters are much too small and inconspicuous and on the whole there is very little obvious difference between a note for Rs. 10 and one for Rs. 50.

4. I am also to point out that the texture of the new notes is much too thick. Boxes which will hold one Lakh in old notes have only a carrying capacity for Rs. 80,000 in the new Universal Notes.

5. In voicing these objections my Committee venture to hope that Government may see their way to alter the design to a more suitable form without delay and respectfully submit that the difficulties in the way should not be insuperable and should be easily outweighed by the desirability of the improvements suggested.—I have, &c.,

W. L. GRAHAM,
Deputy Chairman.

R. E. GPEGOR-PEARSE.
for Secretary.

No. 5698-F.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,

SIMLA, the 27th October 1910.

The DEPUTY CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 860, dated 21st October 1910, regarding the form of the new universal currency notes for Rs. 10 and Rs. 50 and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

J. E. C. JUKES,

Under-Secretary to the Government of India.

APPENDIX **B-5.**

THE CIRCULATION OF OLD AND LIGHT COIN.

No. 3996-A.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,

SIMLA, the 31st July 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to refer to your letter No. 854, dated the 4th October 1909, in which you discuss the working of the Bombay Currency Office and the circulation of old and light coin. In connection with the first subject you represent (*i*) that it is a hardship that coin is not received for exchange into notes after 12 noon on any day, and (*ii*) that it is improper for the Currency office to issue to the

public rupees and other coins which are unfit for circulation ; and you suggest the appointment of a Committee of Enquiry, with members chosen from the banking and commercial communities, to report on the working of the Currency Office. In regard to the second subject, you recommend that all old and worn coins, as well as those that are sweated and light, should after a period of 30 years from the date of minting be withdrawn entirely at the expense of Government and not at the cost of the last holder.

2. In reply I am to forward for the information of the Chamber an extract* from a letter from the Commissioner of Paper Currency, Bombay dealing with the complaint of delay in the despatch of work by the Currency Office. The Government of India recognise that the present office is inadequate for the work to be done in times of pressure, and they have already taken steps with the object of securing its extension. They trust that, with better accommodation, the coin will be tested and passed more quickly than at present. The work which is thrown on the Currency Office is, however, at times inordinately heavy : and some inconvenience is practically unavoidable at seasons of abnormal pressure. An investigation by a Committee does not appear to the Government of India to be necessary.

* Paragraphs 4 to 9 of letter No. 10380, dated the 15th February 1910 to the Head Commissioner of Paper Currency.

3. With reference to your Chamber's complaint regarding the re-issue from the Currency Office of coins unfit for circulation, I am to inform you that steps have already been taken to withdraw gradually from circulation small silver coin struck before the year 1862. Under the rules contained in Finance Department Notification No. 1448-A., dated the 8th March 1907, quarter rupees and one-eight rupees so diminished in weight as to be more than 12½ per cent. but not more than 25 per cent. below standard, are, provided that they have not been fraudulently defaced, accepted at treasuries and Currency Offices at their nominal value and withdrawn from circulation at Government cost. Under orders recently passed, the prohibition of re-issue has been extended to all small silver coins on which the device is obliterated through age. As regards rupees and half-rupees, the Government of India will be glad if the Chamber will assist them by arranging that any well authenticated cases of re-issue are at once reported to the Currency Officer. They will then

be able to gauge the extent of the practice of which the Chamber complain, and to trace the responsibility for it.

4. Turning to your suggestion that all worn, sweated and light coins should be withdrawn entirely at the expense of Government after 30 years from the date of minting, I am to express a doubt whether the Chamber have realised the premium that this would offer on illicit practices. If such a measure were taken, rupees which bear an earlier date than 1880 would be secured by professional sweaters and the possibilities of unchecked fraud would clearly be enormous. The Government of India are prepared to meet fully the cost of honest wear and tear; and, as the rules for the receipt of light-weight rupees now stand, a good deal more than this is done in practice. Careful experiments have demonstrated that a coin will lose by honest wear less than two per cent. of its weight in a circulation extending over 42 years, and no more than three per cent. in a life of 70 years. The existing rules,* however, provide for the acceptance by Government at full nominal value of all rupees and half-rupees which are not more than 6¼ per cent. or 12½ per cent. light, respectively, and have not been fraudulently defaced, and for the payment at liberal rates for lighter coins which have not been so diminished as to be more than 25 per cent. below standard weight. Government cannot reasonably be expected to make greater concessions in this direction.

Vide Finance Department Notification No. 3173-A., dated 18th June 1910—Copy enclosed.

5. In conclusion I am to suggest that the influence of the Commercial Community and the Banks might be devoted to assisting the Government to purify the coinage in the following manner. It appears that worn and light coins now very frequently change hands at a discount. The receivers of such coins could without inconvenience transfer them to Government on the liberal terms referred to above, and could thus afford material assistance to the State without any loss to themselves. There appears to be no way in which the surrender of light-weight coins can be made compulsory; nor can the Government of India devise any method by which without needless loss to the State, it can be encouraged.—I have, &c.,

J. A. MESTON,

Secretary to the Government of India.

Extract paragraphs 4-9 of the letter from the Commissioner of Paper Currency, Bombay, to the Head Commissioner of Paper Currency, Calcutta, No. 10380, dated the 15th February 1910.

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4. Refusal to receive coin after 12 o'clock.

It may be useful to explain the practice obtaining in this office with regard to the receipt of coin. The receipts may be divided into three classes :—

(*a*) from the general public,

(*b*) from the local banks, &c.,

(*c*) from Government treasuries.

Receipts under class (*a*) are given priority over the other two classes ; tenders of coin from banks, &c., are dealt with as provided for in Article 146 of the Currency Code, unless they can be conveniently examined on the day of receipt. Remittances from Government Treasuries are taken up for examination after arrangements have been made for dealing with all receipts under class (*a*), but they are given priority over tenders paid for on guarantee letters so as not to unnecessarily detain the shroffs in charge. As I do not think that any serious inconvenience can be caused by delay in the examination of coin for which notes have already been paid (class (*b*),) I am inclined to believe that the remarks of the Chamber refer principally to the receipts from the general public, and perhaps, they are to some extent justifiable as it sometimes happens that these tenders are too large to be dealt with on the day of receipt. In such cases all coins brought in after the shroffs have been allotted a full day's work, must be refused, unless the tenderer is willing to allow it to be locked up in the office vaults until next day. Tenderers seldom avail themselves of this option, but when they do, the coin is examined and paid for the first thing, next morning. Overtime work is employed for the shroffing of Government remittances and guaranteed tenders, thus leaving the shroffs free to deal with the unguaranteed receipts during the ordinary office hours. It has, therefore, in an indirect way, given much relief, but it would not be practicable to deal with surplus tenders under class (*a*) during

overtime hours and, owing to the want of space, it is not advisable to employ more shroffs than the number engaged at present during the busy season. In fact as it is, the men have to sit too close together.

5. The want of space is felt not only in the shroffing room, but in other branches of the office as well, and it will become more acute should the introduction of the proposed universal currency notes result, as is most probable, in an increase of the work of the Issue and Cancellation branches. At present, for want of a room sufficiently large, the work of the Issue Branch has to be distributed over three different parts of the building, while the Cancellation branch is accommodated in a passage on the first floor behind a wire screen. Such makeshifts are, to say the least, undesirable in a Currency Office of the importance of the Bombay Office. I may also state that the space available for storing the zinc boxes containing the upper left hand numbers of the cancelled notes will probably be exhausted by the end of March 1911 and it will be necessary to provide additional room for these records.

6. The first step towards remedying the above state of affairs is to extend the present accommodation or to construct a new and enlarged office on some other site, if procurable. The second would be the better proposal as the present building, although conveniently situated, is not very suitable for a large Currency Office. I am afraid, however, it would be difficult to obtain a suitable site now and the only feasible course is to enlarge the present building by acquiring the premises next door and erecting additional accommodation on that site. It will also be necessary to increase the establishment, but this must wait until the premises are enlarged. If more space were available improved methods of working could also be introduced; for instance, Government remittances would be shroffed separately from receipts from the general public; silver and copper would be dealt with separately and the shroffing of silver coins at least would be divided into two operations--examining and counting, which would be carried out by two distinct classes of men. At present the same shroffs count as well as examine the coin for which each is responsible, while all coins received, whether Government or private, silver or copper, are dealt with in one room.

7. The marginally noted statements, showing receipts and issues of coin for the period 1905-1909 with the other statements called for in your letter are attached. Details showing the amounts of coin shroffed are, I regret to say, available only from January 1907 as previous records have been destroyed. It will be noticed that the only additions to the shroffing Department of this office occurred in January 1906, when 10 potdars were added to the Establishment.

A-1 to A-5 Receipts of gold and silver coin, from 1905 to 1909.
B-1 to B-5 Issues of gold and silver coin from 1905 to 1909.
C.—Details of coin shroffed from 1907 to 1909.
D.—Additions to establishment from 1905 to 1909.

8. As desired I enclose a copy of correspondence with the Government of Bombay regarding a complaint from the local Chamber of Commerce similar in purport to that dealt with in the present letter and, with reference thereto—I would observe that it was then thought that the present office accommodation might meet normal requirements for a few years. I subsequently recommended that the adjacent premises should be acquired at once. (*Vide* my official letter No. 1959 of 29th May 1909 to the Head Commissioner and the subsequent demi-official correspondence on the subject). As it will probably take quite two years to provide the additional accommodation mentioned above, it seems very desirable that the question should be taken in hand at an early date, with a view to have the extension ready by the end of 1911 or by March 1912 at latest.

9. It may perhaps not be out of place to refer here to the inconsiderate way in which the local banks exploit the resources of this office in order to facilitate their half-yearly audits. The tenders of notes of all denominations on the 29th December last amounted to close on 51,000 pieces, mostly from the local banks in exchange for high value notes, while the average number tendered daily for all the remainder of the month was slightly over 20,000. Further on the same day the Bank of Bombay (which had previously throughout the month been taking away coin) tendered Rs. 6,00,000 in silver and in the forenoon of the 30th another Rs. 2,00,000 in exchange for notes of high value. These two sums did not represent surplus coin as in the afternoon of the 30th the Bank removed Rs. 3,00,000 in coin and on the re-opening of the office after the New Year holidays, they obtained additional 12 lakhs of rupees. As a result of these transactions (which throw considerable extra work and responsibility on the staff of this office) the Bank's auditors were enabled to check the

balances of the Banks with the minimum of inconvenience to themselves. Much the same manœuvre is repeated every half-year and the attention of the Chamber of Commerce might perhaps be drawn to the subject, if Government is disposed to agree that this is not a *bona fide* currency transaction.

No. 3172-A.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

ACCOUNTS AND FINANCE.
Mint.

Simla, the 18th June 1910.

NOTIFICATION.

In exercise of the powers conferred by section 21 of the Indian Coinage Act, 1906 (III of 1906), the Governor General in Council is pleased to direct that the following shall be substituted for paragraph 3 (1), (2) and (3) of the Notification of the Government of India, in the Finance Department, No. 1448-A., dated the 8th March 1907, namely :—

"(1) A loss of 6¼ per cent. below standard weight in the case of the rupee and of 12½ per cent. in the case of the half rupee, quarter-rupee and eighth of a rupee shall be the limit of reasonable wear; and a loss of 25 per cent. below standard weight shall be the further percentage referred to in section 17 of the Act, in the case of all silver coins.

(2) Where a rupee or a half-rupee, which has been diminished in weight so as to be more than 2 per cent. but not more than 6¼ per cent. or 12½ per cent., respectively, below standard weight, and which has not been fraudulently defaced, is tendered to any person authorised to act under section 16 of the Act, such person shall accept the coin at its nominal value and the coin shall thereupon be withdrawn from circulation at Government cost.

(3) Where a rupee or a half-rupee which has been diminished in weight so as to be more than $6\frac{1}{4}$ per cent. or $12\frac{1}{2}$ per cent. respectively, but not more than 25 per cent. below standard weight and which has not been fraudulently defaced, is tendered to any person authorised to act under section 16 of the Act, such person shall, if the tenderer so requests, instead of returning the cut coin, accept it at the following rates, namely :—

(*a*) rupees weighing between $\frac{15}{16}$ths and $\frac{7}{8}$ths of their proper weight, at the rate of 14 annas ;

(*b*) rupees weighing between $\frac{7}{8}$ths and $\frac{13}{16}$ths of their proper weight, at the rate of 13 annas ;

(*c*) rupees weighing between $\frac{13}{16}$ths and $\frac{3}{4}$ths of their proper weight, at the rate of 12 annas, and ;

(*d*) half-rupees at the rate of 6 annas.

J. S. MESTON,
Secretary to the Government of India.

No. 3173-A.

Ordered that this Notification be communicated to the Home and Commerce and Industry Departments, to Local Governments and Administrations, the Comptroller and Auditor General and the Mint Masters, Calcutta and Bombay.

By Order, etc.,

J. E. C. JUKES,
Under-Secretary to the Government of India.

No. 671 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 12th August 1910.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
SIMLA.

SIR,—I am directed by my Committee to acknowledge receipt of your letter No. 3996 of the 30th July 1910 on the working of the Bombay Currency Office and the circulation of old and light coin.

2. In reply I am to convey the thanks of my Committee for the information received, and to say that they will be pleased to assist Government by reporting any well-authenticated cases of re-issue of coins unfit for circulation.—I have, etc.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX **B-6.**

INCOME-TAX ON DEPRECIATION OF MACHINERY.

BOMBAY, 8th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—You may be aware that the Income-Tax Collector has recently adopted a new policy with regard to allowing rebate for sums set aside against Depreciation of Machinery. Formerly a rebate to the extent of 5 per cent. on the total cost of the machinery was allowed but now the Collector will only give a rebate of 5 per cent. on the total cost of the machinery after deducting the amount of depreciation written off during the past 20 years. He further proposes in future only to allow rebate after deducting sums set aside previously.

If a Factory writes off 5 per cent. per annum for Depreciation the total original cost will be wiped out in 20 years. The Collector admits that 5 per cent. is a reasonable sum to write off for depreciation but by his new system he objects to pay the full amount of this 5 per cent. If owners of Factories write off depreciation on the same system as the Income-Tax Collector adopts it will of course take a very long period of years before the original cost of the machinery is covered. For example, machinery costing Rs. 40,000 would in 30 years be reduced to 2,146.

The Income-Tax Collector states that this is the system followed by the Home Government in Lancashire and we think the Chamber might write to the Chamber of Commerce in Manchester asking for particulars of the system which obtains at Home.—I am, &c.,

for FORBES, FORBES, CAMPBELL & Co., Ld.,
J. BLACK,
Manager.

No. 1063 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 16th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—I am directed by my Committee to ask you to be so good as to inform them as to the custom followed in Lancashire Cotton Mills in assessing Income-Tax on depreciation of machinery.

Out here, hitherto, a rebate to the extent of 5 per cent. on the total cost of the machinery has been allowed; but now it has been decided by the Authorities to give only a rebate of 5 per cent. on the total cost, after deducting the amount of depreciation written off during the past 20 years. It is further proposed in future to only allow a rebate after deducting sums set aside previously.

My Committee are informed that the procedure now being adopted here is what is followed by the Home Government, and they would therefore be obliged if you would kindly favour them with information regarding the practice obtaining in Lancashire.

Thanking you in anticipation,—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 20th January 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 16th December, in which you enquire what is the custom followed in Lancashire Cotton Mills in assessing Income-Tax on depreciation of plant and machinery, I am informed that the question of the allowance to be made is one for the decision of each District Commissioner of Taxes for his own locality, and is determined according to the circumstances of the particular case.

The Oldham Surveyor states that "The general practice of the Commissioners is to allow for diminished value caused by wear and tear of cotton manufacturing machinery and plant as follows:—

(1) 5 per cent. per annum in respect of engines, boilers and motive power plant.

(2) 7½ per cent. per annum in respect of spindles, looms, etc.

This allowance is calculated each year on the written down value.

This is confirmed from information received from the Secretaries of Bolton and Blackburn Chambers.—I am, &c.,

WALTER SPEAKMAN,
Secretary.

No. 130 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th February 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 20th ultimo, regarding the custom followed in Lancashire Cotton Mills in assessing Income-Tax on depreciation of plant and machinery, and to thank you for the information contained therein.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 125 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 10th February 1910.

MESSRS. FORBES, FORBES, CAMPBELL & Co., LD.,

Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter of the 8th December last regarding the subject of Income-Tax on depreciation of Machinery, and in reply I am to forward for your information the accompanying copy of a letter received from the Manchester Chamber of Commerce explaining the practice followed in certain places in England.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX C-1.

INDIAN PORTS (AMENDMENT) BILL.

No. 5693 of 1910.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 14th November 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the Indian Ports Act 1908, with Statement of Objects and Reasons, and to request that, you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill by the 25th instant at the latest.—I have, &c..

L. ROBERTSON,

Secretary to Government.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

SIMLA, the 21st October 1910.

No. 52.—The Governor General has been pleased, under rule 23 of the Rules for the Conduct of the Legislative Business of the Council of the Governor General, to order the publication of the following Bill, together with the Statement of Objects and Reasons relating thereto, in the *Gazette of India* in English, and the Bill and Statement of Objects and Reasons are accordingly hereby published for general information. It is proposed to introduce the Bill at a forthcoming meeting of the Legislative Council of the Governor General.

Suggestions in regard to the Bill will be taken into consideration by the Government of India if communicated to the Secretary to the Government of India in the Legislative Department by the 30th November next.

R. SHEEPSHANKS,

Offg. Secretary to the Government of India.

A Bill to amend the Indian Ports Act, 1908.

XV of 1908.

WHEREAS it is expedient to amend the Indian Ports Act, 1908; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Indian Ports (Amendment) Act 19 .

XV of 1908.

Amendment of section 6, Act XV, 1908.

2. For clause (*p*) of section 6, sub-section (*1*), of the Indian Ports Act, 1908, the following shall be substituted, namely:—

"(*p*) subject to the control of the Governor General in Council, for the prevention of danger arising to the public health by the introduction and the spread of any infectious or contagious disease from vessels arriving at, or being in, any such port, and for the prevention of the conveyance of infection or contagion

[*Cf.* Public Health Act, 1904, s. 1. S. 130, Public Health Act, 1875.]

by means of any vessel sailing from any such port, and in particular and without prejudice to the generality of this provision, for—

(*i*) the signals to be hoisted and the places of anchorage to be taken up by such vessels having any case, or suspected case, of any infectious or contagious disease on board, or arriving at such port from a port in which, or in the neighbourhood of which, there is believed to be, or to have been at the time when the vessel left such port, any infectious or contagious disease ; [*Cf.* Public Health Act 1896, s. 1].

(*ii*) the medical inspection of such vessels and of persons on board such vessels ; [*Cf.* s. 137, Public Health, Act, 1875.]

(*iii*) the questions to be answered and the information to be supplied by masters, pilots and other persons of such vessels ; [Public Health Act, 1896, s. 1. (*b*).]

(*iv*) the detention of such vessels and of persons on board such vessels ; [Public Health Act, 1896, s. 1, (*c*).]

(*v*) the duties to be performed in cases of any such disease by masters, pilots and other persons on board such vessels ; [Public Health Act, 1896, s. 1 (*d*).]

(*vi*) the removal to hospital and the detention therein of any person from any such vessel who is suffering or suspected to be suffering from any such disease ; [*Cf.* s. 110, Public Health Act, read with s. 2, Public Health (Ships) Act, 1885.]

(*vii*) the cleansing, ventilation and disinfection of such vessels or any part thereof and of any articles therein likely to retain infection or contagion, and the destruction of rats or other vermin in such vessels ; and

(*viii*) the disposal of the dead on such vessels : and."

STATEMENT OF OBJECTS AND REASONS.

THE object of this Bill is to enable provision to be made for the preparation of a satisfactory code of regulations for the prevention of the spread of disease by means of ships arriving at and departing from India. The provisions of the existing law are insufficient for this purpose, and they have been expanded accordingly, following generally the provisions of the English Public Health Acts.

The 20th October 1910.

J. L. JENKINS.

No. 976 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st December 1910

L. ROBERTSON, Esq., I.C.S.,
SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5693 of the 14th ultimo, together with a copy of a Bill to Amend the Indian Ports Act 1908, with Statement of Objects and Reasons.

2. In reply I am to state that my Committee approve of the Act as amended. They, however, suggest the inclusion of some clause similar to Clause V of the Original Act, covering the transhipment of a person from a vessel which comes from a port in which, (or in the neighbourhood of which) there is believed to be any dangerous infectious, or contagious disease.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-2.

INVENTIONS AND DESIGNS BILL.

No. 1780 of 1910.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15th April 1910.

The SECRETARY, CHAMBER OF COMMERCE
Bombay.

SIR,—I am directed by the Governor in Council to forward a *copy of a Bill to amend the law relating to the Protection of Inventions and Designs, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill by the 5th June next.—I have, &c.,

*With 8 spare copies.

L. ROBERTSON,
Secretary to Government.

No. 468 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 31st May 1910.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed by my Committee to acknowledge receipt of your letter No. 1780 of the 15th April 1910 together with a copy of a Bill to amend the law relating to the Protection of Inventions and Designs in India.

2. In reply I am to say that while my Committee generally approve of the amendments which have been made in the Bill, they feel they must again draw the attention of Government to the remarks which they made with regard to Section 77 as it stood in the original Bill.

3. The remarks then made were with reference to the position in which a *bona fide* applicant for a patent in India might find himself, if an application for a patent in India were made by or on behalf of a *bona fide* inventor in a country between which and His Majesty an arrangement such as is described in Section 77 existed, within the time limited for such application.

4. My Committee admit the wording of the equivalent section of the English Act is similar to the wording of the amended Bill, but nevertheless they venture to press the point as a greater safeguard.

5. It seems to my Committee that although it is not probable that such circumstances should occur, the situation might conceivably give rise to great hardship, and they therefore again submit that the wording of this section should be carefully considered before the Bill is finally passed.—I have, &c.,

R. G. MONTEATH,
Chairman,
J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-3.

INDIAN ELECTRICITY ACT, 1903.

No. $\frac{E}{191}$ of 1910.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 5th February 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith copies of a letter from the Government of India, Public Works Department, No. 121-34, Elec., dated 24th January 1910, and its accompaniment, and to request that you will be good enough to favour Government with an expression of the opinion of the Bombay Chamber of Commerce on the important points dealt with therein, and on the various suggestions for meeting the difficulties explained. Government would be glad to receive a reply by the 17th February 1910 at the latest.—I have, &c.,

R. W. MURPHY,
Under-Secretary to Government.

No. 121/34 ELEC.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ELECTRICITY.

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE UNITED PROVINCES OF AGRA AND OUDH, THE PUNJAB, BURMA AND EASTERN BENGAL AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE HON'BLE THE CHIEF COMMISSIONER OF THE CENTRAL PROVINCES.

THE CHIEF COMMISSIONER OF COORG.

THE HON'BLE THE RESIDENT AT HYDERABAD.

THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL FOR CENTRAL INDIA.

THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL FOR RAJPUTANA.

THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL FOR BALUCHISTAN.

THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL AND CHIEF COMMISSIONER, NORTH-WEST FRONTIER PROVINCE.

CALCUTTA, the 24th January 1910.

SIR,—I am directed to forward herewith a memorandum drawn up by the Electrical Adviser to the Government of India, relating to certain difficulties in regard to undertakings for electric traction specially when combined with the general supply of electrical energy for lighting and power, and to request that, [with the permission of the Governor in Council* / His Honour the Lieutenant-Governor†], the Government of India may be furnished with an expression of opinion [by the Government of Bombay / Madras / by the Local Government / by you] on the important points dealt with therein, and on the various suggestions for meeting the difficulties explained.

* To Madras and Bombay.
† To Local Governments only.

2. I am to bring to notice that the term "undertaking" as used in the Indian Electricity Act and as defined in the Indian Tramways Act appears to include the generating station but the generating station—and there may be one generating station for supplying power to both a tramway system and the public—can obviously only be purchased under one or other of the above Acts. The purchase terms under the two Acts are not identical, nor are the periods after which they may be brought into operation, and the aim in granting licenses under the India Electricity Act and orders under the Tramways Act should therefore be to arrive at such terms and periods of purchase that the interests of the local authority as purchaser, the licensee, and the promoter may be safeguarded. The difficulty would seem to be an administrative rather than a legal one, but some improvements in the Acts to simplify the procedure appear desirable.

3. I am also to invite attention to the present limitation of tramways to "circles" within the control of certain local authorities, section 4 (1) of the Tramways Act, a point which is specially dealt with in paragraph 10 of the memorandum.

4. I am to ask that where there are Chambers of Commerce, or firms interested in electrical enterprise, their opinions on the subject may also be obtained and communicated to the Government of India.

5. In conclusion I am to say that as the decision on the question may affect proposals that have been made to amend the Indian Tramways Act, 1886, and the Indian Electricity Act, 1903, the Government of India will be glad to be furnished with a reply at as early a date as may be convenient.—I have, &c.,

L. M. JACOB,
Secy. to the Govt. of India.

ENCLOSURE TO P. W. D. LETTER NO. 121-134 ELEC.,
DATED 24TH JANUARY 1910.

Memorandum drawn up by Mr. J. W. Meares, Electrical Adviser to the Government of India, in regard to combined undertakings for Electric traction and the general supply of electrical energy for lighting and power.

1. *Varieties of license under the Indian Electricity Act*, 1903.—Under the provisions of the Indian Electricity Act, 1903, section 3 (1), "no person shall supply energy for electric traction or to the public for any purpose except under, and in accordance with the terms and conditions of a license granted by the Local Government." In accordance with this provision, a number of licenses have been granted, some for general supply to the public only, others purely for electric traction, and yet again others for electric traction in combination with general supply. With the first of these three classes of license no question arises, the other two are dealt with below.

2. *Licenses for electric traction alone.*—As regards electric traction the words in the section quoted above do not, as the Solicitor to the Government of India has subsequently advised, require the promoter of an electric tramway to take out a license under the Indian Electricity Act for employing electric traction ; the words in question merely enable authority to be given to a licensee to supply energy to any other person for the purpose in question. If a person wishes to construct a tramway an "order" under one of the Tramways Acts in force is sufficient. The "promoter" however comes under the provisions of Part III of the Indian Electricity Act, as a person using energy in a street, and he must give the notice and comply with the rules referred to in that part. In the Bill which has been introduced to amend the law relating to the supply and use of electrical energy, section 3 of the existing Act has been omitted and Part III has been modified, but the position of an electric tramway in relation to the law remains substantially unaltered. Turning for a moment to the Indian Tramways Act, 1886, it is evident that at the time of its enactment electric tramways were not contemplated, and in fact they had not at that date become practicable ; a few additions, however, are sufficient to meet this initial difficulty, and these are included in a Bill to amend the Act in question, which is now under consideration.

3. "*Combined undertakings.*"—Coming now to the third class of electrical license enumerated in paragraph 1, it is evident that electric traction may be included as one of the purposes for which the licensee is authorized to supply electrical energy to other persons, whether under the Indian Electricity Act as it stands or under the revised enactment now under consideration. But where the "promoter" of the tramway is or presently becomes, a "licensee" under the Indian Electricity Act also, complications may easily arise with regard to the options of purchase under the two Acts. The whole concern in such a case as this is referred to in this memorandum as a "combined undertaking," but it is necessary to explain at the outset that the two component parts are separate and distinct entities in the eyes of the law and that they must be treated as such. The two component parts are combined only in the sense that they are under the same management for business reasons, and that electrical energy is supplied from a single generating station to both the tramway and the public.

4. *Compulsory purchase under the Indian Electricity Act.*—Under the Indian Electricity Bill, 1909, clause 7, it is proposed that where—

> "the whole of the area of supply is included in the area for which a single local authority is constituted the local authority shall, on the expiration of such period, not exceeding 42 years, and of every subsequent period, not exceeding 10 years, as shall be specified in this behalf in the license, have the option of purchasing the undertaking"

on certain specified terms (sub-clause 1). Where the area is more extensive the Local Government has the like option (sub-clause 2). Under clause 10 the Local Government may vary the terms and conditions of purchase or may direct that subject to conditions, they shall not apply.

5. *Compulsory purchase under the Indian Tramways Act.*—Under the Indian Tramways Act, 1886, the local authority may—

> "(*a*) within such limits of time as may be specified in this behalf in the order, or
>
> (*b*) if a time was not specified in the order, then within six months after the expiration of a period of 21 years from the date of the order, and within six months after the expiration of every subsequent period of 7 years:
>
> by notice in writing require the promoter to sell to the local authority his undertaking or the part thereof which is within the circle of the local authority"

on certain specified terms, section 22 (1).

6. *Conflict between provisions in question; and meaning of "undertaking."*—It will be seen from this summary that neither the original nor the recurring periods, after which compulsory purchase may be effected, coincide; that the purchase in the former case must be of the undertaking as a whole (differing in this respect from the conditions in the Act of 1903), while in the latter case it is confined, as regards each local authority, to its own circle; and that, finally, as a reference to the enactments will shew, the terms of purchase and the manner of determining the price to be paid are not identical. In one matter, however, the conditions of purchase

closely approximate in the two cases, namely, that the term "undertaking" (in the case of a tramway, so much of it as is within a circle) is used in its most comprehensive sense. On the one hand it includes—

> "all lands, buildings, works, materials and plant of the licensee suitable to, and used by him for the purposes of the undertaking"

(clause 5 (*b*) of the Indian Electricity Bill, 1909, and of the existing Act); on the other hand it includes inferentially—

> "all movable and immovable property of the promoter suitable to and used by him for the purposes of the tramway."

(section 3 (8) of the Indian Tramways Act, 1886).

7. *Development of "combined undertakings."*—Where a combined undertaking for the general supply of electricity and for an electric tramway comes into being, a single company being both "licensee" and "promoter," the question naturally arises as to how these provisions will work out in practice, when the first option of purchase falls due, and also whether any amendment in the provisions will safeguard the rights both of the company and of the local authorities concerned. Such a combined undertaking may come into being under the two enactments at one and the same time, or it may develop by the subsequent addition of a further undertaking to one already existing. In many of the smaller cities separate companies would probably be unable to exist, and it seems desirable to encourage such combinations.

8. *The question of a common generating station.*—The most important point is that concerning the generating station from which, in the case of such a combined undertaking, power will be supplied to both the component parts. In some instances the company may purchase power in bulk from an outside source, in which case a local authority exercising an option of purchase will be able to make similar arrangements. If, however, the company generates its own power it is obvious that difficulties may arise when the first option of purchase becomes due. Both parties cannot have the station and yet, as matters stand, it is apparently an essential part of each undertaking and can be purchased with either.

9. *Difficulties where licensed undertaking is first purchased.*—If it so happens that the licensed (electrical) undertaking has first run its allotted span, the whole of it may be purchased either by the local authority or by the Local Government as explained in paragraph 4 above. In either case the generating station will in all probability go with this undertaking and the Company will be left with the tramway but without any power to work it. It is true that the local authority, from the nature of the case, would have surplus power and be willing to dispose of it at a price : but the uncertainty as to the outcome would be damaging to the Company's stability as the time of purchase drew near. The unexpired period of the tramway order might, and probably would, be insufficient to justify the building of a new power station ; but the continuance of the service would be obligatory.

10. *Difficulties where tramway is first purchased.*—If, as would more frequently happen, the period of the "order" expired before that of the license, each local authority would have the option of purchasing so much of the tramway undertaking as lay within its circle, as explained in parahraph 5 above. Or, again,—

> "two or more local authorities may jointly purchase an undertaking or so much thereof as is within their circles."

(*Section* 22 (4) *of the Indian Tramways Act,* 1886).—Any part of the tramway lying beyond a "circle" would be beyond the reach of the purchase clause altogether. The circle limitation is in fact only suitable for urban horse-driven tramways, beyond which the present Act, when it was passed, did not look. It is quite unsuitable for a modern system of electric traction, urban and inter-urban, even when no general electric supply is combined with the tramway. Again, it is not obligatory for any local authority to purchase or for all to combine ; the generating station can only be within one circle, and can, therefore, only be purchased by one of the local authorities concerned. It is, therefore, possible that the company may be left with

(*a*) its licensed undertaking for general supply :

(*b*) such parts of the tramway as have not been purchased : and

(*c*) any tramway extensions beyond all the circles, which are not purchasable, and yet without a generating station.

These considerations may result in the diminution, to

the vanishing point, of proposals for such undertakings, which are evidently of importance to the comfort and welfare of the people.

11. *The position as it should be.*—There should, however, be no conflict between the law relating to tramways and that dealing with electric supply. If a man proposes to start an electric tramway supplying it himself with electricity, the whole business generating station and all—should be constructed under the Tramways Act, and the terms of purchase provided by that Act should apply. If subsequently he wishes to supply energy to other people, and to take out a license under the Electricity Act for that purpose, that Act ought not to affect the terms of purchase of any part of the tramway, including the generating station.

12. *The same continued.*—The contrary proposition is equally evident. If a man starts an electric supply scheme under a license the sale of that undertaking necessarily includes the generating station (Indian Electricity Act, 1903, section 5 (*b*), and similarly in the Bill). A tramway tacked on subsequently and sharing the use of the pre-existing generating station, will not carry that station with it at the time of purchase.

13. *The same continued.*—Again a man may wish to start a tramway taking power from a generating station already constructed under a license—whether belonging to himself or another. In such a case the tramway should be constructed under the Tramways Act and subject to its purchase provisions, which however should in no way affect the generating station.

14. *The same continued.*—Should a licensed undertaking and tramway be constructed at the same time, by one and the same person the license and the order should be so framed that there is no overlapping or conflict between the provisions as regards anything common to both. The generating station should be part and parcel of one undertaking or of the other and not of both. In order to make the purchase clauses work smoothly, they should both operate at the same date.

15. *Alternative methods of removing present anomalies.*—Various proposals for surmounting the difficulties brought to light above

have been considered and abandoned as impracticable. The Legal Adviser of the Government of India considers that most of the difficulties that have arisen in the past or may arise in the future, in regard to existing undertakings, owe their origin to the erroneous interpretation and application in the past of the provisions of the Electricity Act, and to defects in the tramway law, but retrospective action in regard to these appears to be unnecessary, if not impracticable, and is not contemplated. It is, however, desirable to remove as far as possible the defects in the law, so that with careful administration in the future further complications may not arise. While a slight alteration in the Indian Tramways Act, 1886, will meet the initial difficulty, by enabling power to be given to construct electric Tramways with their equipment and electric supply lines—the Act at present is not so framed—more comprehensive action appears to be necessary to put the matters on a firm and lasting basis. Three courses are open, namely, to frame a general Electric Traction (Tramways) Act to take the place of the existing Act in all cases where electricity is to be used for motive power, to make further and extensive amendments in the Indian Tramways Act, 1886, or to pass a special local Act for each case as it arises.

16. *Special Acts in each case.*—Special Acts have already been passed in some Provinces, but mostly for the purpose of confirming existing agreements between promoters and local authorities; the method is cumbersome, and slow and will probably retard progress by discouraging capitalists.

17. *Further amendment of the existing Act.*—The disadvantage of further amending the present Act is that its provisions are in the main suitable for tramways other than electric, and that to differentiate between the various classes would further complicate an already involved measure. In point of simplicity, it is far better to start *de novo*.

18. *Lines on which a new enactment might be drawn up.*—Should it be decided to frame a new measure—and this seems to offer the greatest advantages—the provisions would generally follow those of the Indian Tramways Act, 1886, where these have been found satisfactory in practice, but the opinion of all Local Governments and of the mercantile community would show where alterations are desirable.

The following is a summary of points which have already come to notice, and opinions on these points should also be asked for—

Section of Indian Tramways Act, 1886.	Remarks.
2	The question of "Local extent" will need to be considered in each Province. In Bengal the Bengal Tramways Act, 1883, is in force at present and the objections to the existing Imperial Act appear to apply with even greater force to this enactment.
3	The definition of "undertaking" in sub-clause (8) requires careful consideration, for reasons already given above (paragraphs 6, 7 and 8). The Government Solicitor has suggested that the undertaking should be defined in each individual order rather than in the Act, provision being made for this in the Act itself; or that, as an alternative suggestion, the definitions in the Act should be made subject to alteration by the order. Either arrangement would be flexible in regard to the generating station, etc. By similarly defining undertakings dealt with under the Indian Electricity Act, a source of much confusion would be avoided, and it is proposed to do this; at present there is no such definition although one may be constructed inferentially from section 5 (*b*). Other definitions would need consideration and some such as "circle" (sub-clause 4) would be omitted. The Bill already under consideration proposes to widen the scope of certain definitions.
4 and 5	The circle restrictions would be removed and the matter dealt with on the lines on which the similar question has already been dealt with in the Electricity Bill.
22	Both the normal period after which the undertaking may be purchased by the local authority and the terms of purchase need consideration. It is believed that the period of 21 years which, in the absence of special provision in the order, is here specified, is too short to attract capital for electric tramways; and it seems essential that in the case of combined undertakings the two component parts—covered by license and order respectively—should be purchasable at the same date and on similar terms. It is for consideration whether the term in sub-section (1) are liberal enough to attract capital ordinarily and whether provision should be made for amending or removing them in special cases, as may be done under the Indian Electricity Bill (Section 10). Amendments as regards circle limitations are required here also.
24	Additional provision for rules dealing with electric traction can be made. At present these are framed under the Electricity Act.
29	Some additions would be necessary here for safeguarding electric lines.
46	The question of the extension of the proposed Act to existing electric tramways should be considered.
General.	Many consequential amendments will naturally be required as the result of the limitation of the Act to electric traction. The General Clauses Act will also enable some sections to be simplified.

No. 559 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st July 1910.

To

The UNDER-SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge your reminder of the 30th June 1910 referring to the subject of combined undertakings for Electric Traction and the general supply of electrical energy for lighting and power.

2. I am to express my Committee's regret at the delay that has occurred in submitting a reply, and to explain that this was unavoidable owing to some of the Members consulted having to refer the matter to their home boards. The Committee now feel that the information before them is not such as to enable them to deal fully with the subject, and I am, therefore, to state that they have no remarks to offer on the various points referred to in the original correspondence, dated 5th February 1910.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX C-4.

INDIAN TRAMWAYS AMENDMENT BILL.

No. 4107 of 1910.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 25th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith copy of a Bill further to amend the Indian Tramways Act, 1886, with the Statement of Objects and Reasons, and to request that Government may be favoured with the opinion of the Chamber on the provisions of the Bill before the 15th proximo.—I have, etc.,

J. M. ANTIA,
For Secretary to Government.

A Bill further to amend the Indian Tramways Act, 1886.

WHEREAS it is expedient further to amend the Indian Tramways Act, 1886; it is hereby enacted as follows:—

Short title.

1. This Act may be called the Indian Tramways (Amendment) Act, 1910.

Substitution of new clause (5) in section 3, Act XI of 1886.

2. For section 3, clause (5), of the Indian Tramways Act, 1886, the following shall be substituted, namely: –

"(5) 'tramway' means a tramway having one, two or more rails, and includes—

(a) any part of a tramway, or any siding, turn-out, connection line or track belonging to a tramway.

(b) any electrical equipment of a tramway; and

(c) any electric supply-line transmitting power from a generating station or sub-station to a tramway or between any such generating station and a sub-station.

Amendment of clause (9) of section 3, Act XI of 1886.

3. In section 3, clause (9), of the said Act, after the word "steam power" the words "electrical power" and after the word "producing" the words " or utilising" shall be inserted.

Substitution of new clause (e) in section 7 (2) Act XI of 1886.

4. For section 7, sub-section (2), clause (e) of the said Act, the following shall be substituted, namely:—

"(e) the space which shall ordinarily intervene between the outside of the carriage way on either side of a road whereon the tramway is to be constructed, and—

(i) in the case of a tramway having one rail, the rail of the tramway, or

(ii) in the case of a tramway having two or more rails, the nearest rail of the tramway and the conditions on which a smaller space may be permitted."

Amendment of clause (m) of section 7 (2), Act XI of 1886.

5. In section 7, sub-section (2), clause (m), of the said Act, after the word " steam-power" the words " electrical power" shall be inserted.

Amendment of clause (e) of section 24 (1), Act XI of 1886.

6. In section 24, sub-section (1), clause (e), of the said Act, after the word "steam-power" the words " electrical power" shall be inserted.

7. In section 44 of the said Act, after the word "engine-sheds" the words "electrical generating stations or sub-stations" shall be inserted.

Amendment of section 44, Act XI of 1886.

STATEMENT OF OBJECTS AND REASONS.

This Bill has two objects; the application of the Indian Tramways Act, 1886, to monorails and the inclusion within the provisions of that Act, of tramways worked by electricity.

2. Under existing law a monorail may be either a railway or a tramway, according to the circumstances in which it may have been constructed. It is not considered desirable that monorails which are usually designed for the local transit of goods over very short distances should be subject to all the limitations imposed by the Indian Railways Act, 1890, until the necesssity for their being so subject has been fully demonstrated. It is therefore proposed to free them from those limitations and to treat them as tramways.

3. The Indian Tramways Act, 1886, was passed before the introduction into India of electric traction; and it is desirable that it should now be so amended as to bring electric tramways within its scope.

B. ROBERTSON.

The 6th July 1910.

Notes on Clauses.

Clause 2.—This clause substitutes for the existing definition of "tramway" a definition—

(*a*) making it clear that the term includes a monorail, and

(*b*) bringing within the definition the electric appliances necessary to a line worked by electric traction.

Clause 4 makes an amendment in the existing law consequential on the application of the Act to monorails.

Clauses 3, 5, 6 and 7 make such amendments in the sections to which they relate as are necessary to subject lines worked by electric traction to the provisions of the Act.

No. 724 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st September 1910.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 4107 of the 25th ultimo, together with copy of a Bill further to amend the Indian Tramways Act, 1886.

In reply I am to say that the Committee have no remarks to offer on behalf of the Chamber.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX—D.

INDIANS ADOPTING AND TRADING UNDER ASSUMED NAMES.

No. 7085 of 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 6th August 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to invite reference to your letters No. 687, dated 29th July 1909, and No. 993, dated 25th November 1909, on the subject of the adoption of measures to check the growing practice of Indians assuming European names and titles for trading purposes, and to state that the Government of India, to whom the question was referred for orders, adhere to the opinion expressed in their letter addressed to the Chambers of Commerce, Bengal and Bombay, on 6th January 1909, and consider that it is impracticable to deal with the subject matter of the present complaint in a Registration of Partnerships Act.

2. With regard to the further proposals put by the Chamber that Commissioners of Police in the Presidency Towns should be given special powers to deal with the question and regulations should be framed which would enable the High Court to exercise some independent control in the matter, I am to state that the Government of India consider that no workable method is likely to be found for the suppression of the practice complained of and express regret at their inability to meet the views of the Chamber.—I have, &c.,

P. B. HAIGH,
Acting Under Secretary to Government.

APPENDIX—E.

DELAYS IN MOFUSSIL COURTS.

No. 384 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th May 1910.

The SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

SIR,—The attention of this Chamber has been called from time to time to the abnormal delays that occur in the adjudication of law suits in Mofussil Courts. In a country like India it is admitted that litigation cannot be dealt with as expeditiously as one would desire, but when it has become more or less a practice for months and even years to elapse before a decision is arrived at, it is felt that the public have a just and real grievance.

2. In all such delays the personal inconvenience and the loss of time and money are very seriously felt; and when the parties involved happen to belong to the manufacturing or mercantile communities, there can be no doubt that the consequences of such deferred decisions are highly detrimental to the continuity of industrial development in this country.

3. My Committee do not presume to dictate the necessary remedies, but it would appear that congestion in Mofussil Courts calls for a strengthening of the Judicial staff in many of the larger Districts. In this direction it is trusted Government will see its way to some effective intervention.

4. In conclusion, I am desired to submit for your information two concrete cases marked A & B of extreme delays in Mofussil Courts In A it will be noticed that a suit was filed at Surat on the 13th of July 1908 and has now been adjourned to the 9th June 1910, and during these two years practically nothing definite has been done. In the second case B, a suit was filed in the Dhulia Court on the 18th January 1909. Up to the 21st of April this year judgment had not been declared, and no date had been specified for this purpose.—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 3825.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 7th July 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 384, dated the 10th May 1910, bringing to notice the abnormal delays that occur in the adjudication of law suits in Mofussil Courts, I am directed to inform you that your letter with its accompaniments has been forwarded to the High Court for such enquiry and action as they may consider proper in respect of the two specific cases of delay which you have brought to notice.—I have, &c.,

J. E. B. HOTSON,
Under Secretary to Government.

No. 4944.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 30th August 1910.

The HONOURABLE MR. R. G. MONTEATH,

CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of Government letter in this Department, No. 3825, dated the 7th July 1910, on the subject of the abnormal delays brought to notice by the Chamber of Commerce in the adjudication particularly of two law suits in Mofussil Courts, I am directed to state, for the information of the Chamber of Commerce, that at the request of the High Court the District Judges of Surat and Khandesh have enquired into the present state of those cases and the responsibility for the delay. The District Judges report that there was no delay which could have been avoided by the Subordinate Judges. The District Judge, Khandesh, moreover, observes that the statement B. forwarded with your letter No. 384 of 10th May 1910, regarding the case from that District is incorrect in various particulars, specially in the remark against the date 21st April 1910 "the argument of pleaders is over". The delay in the concluding stages of that suit was, the District Judge reports, as a matter of fact, due to Plaintiff's Pleader being granted time to explain certain documents. Both these cases have now been disposed of.

2. I am to say that as the result of the Honourable Mr. Justice Heaton's enquiries as Inspecting High Court Judge on tour recently His Lordship believes that by far the greatest part of the avoidable delay in the disposal of suits is due to pleaders and parties, and that the Judges are making a considerable effort to bring cases to a reasonably speedy disposal. I am to suggest that the Chamber of Commerce may be requested to use its influence to induce the parties to suits, and through them the pleaders, to be more expeditious in handling their cases especially in such matters as the production of documents over which a great deal of time is now wasted.—I have, &c.,

J. E. B. HOTSON,

Under Secretary to Government.

No. 744 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 15th September 1910.

The UNDER SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 4944 of the 30th August 1910, on the subject of abnormal delays in the adjudication of law suits in Mofussil Courts.

2. My Committee note that District Judges are making every effort to bring cases to a reasonably speedy disposal, but that it is believed that by far the greatest part of the avoidable delay is due to Pleaders and parties; and the Chamber of Commerce is asked to use its influence to induce the parties to suits, and through them the Pleaders to be more expeditious in handling their cases.

3. As regards the latter request my Committee, while willing to help Government in every way, feel that parties to suits can hardly be blamed for delays as it is naturally to their interest to expedite litigation and bring about a settlement as early as possible. On the other hand if the delay is due to Pleaders, then it is considered, the remedy lies entirely in the hands of Government, through the local Judges. It is felt that in this direction some improvement might advantageously be effected.

4. With reference to Statement B forwarded with letter No. 383 of the 10th May last, I am to say enquiries are being made into the reported inaccuracies, which, it is hoped, will be explainable.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 5949.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 18th October 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 744, dated the 15th September 1910, on the subject of delays in the adjudication of law suits in Mofussil Courts, I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter No. 2170, dated the 4th October 1910, from the Registrar of the High Court, Bombay, containing the remarks of their Lordships the Chief Justice and Judges on your letter above quoted.—I have, &c.,

J. E. B. HOTSON,
Under Secretary to Government.

No. 2170 of 1910.

HIS MAJESTY'S HIGH COURT OF JUDICATURE,
APPELLATE SIDE,
BOMBAY, 4th October 1910.

The SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Honourable the Chief Justice and Judges to acknowledge the receipt of your letter No. 5481, dated the 27th September 1910, on the subject of the delays brought to notice by the Chamber of Commerce, Bombay, in the adjudication of law suits in Mofussil Courts, and to say that apparently no good purpose will be served by further correspondence on this subject with the Chamber of Commerce. The High Court are unable to endorse the opinion of the Chamber that parties are not responsible for dilatoriness, as it is well known that they delay disposal in a great variety of ways. The fault is by no means all with the pleaders. The latter ought to be controlled and considerable effort to control them has been and continues to be made.

I am to add that owing to the sudden and general increase in institutions due to the two years' period allowed by Sections 30 and 31 of

the Limitation Act, 1908, which expired on 7th August last, it is feared that there may be in the near future a far greater congestion of work and more serious delays in disposal than heretofore. That however will be the effect of legislation and not the consequence of the methods of disposing of business in the Courts.—I have, &c.,

R. E. A. ELLIOT,
Registrar.

No. 907 of 1910.

" CHAMBER OF COMMERCE,
BOMBAY, 9th November 1910.

The SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 5949, dated 18th ultimo, enclosing copy of a letter from the Registrar of the High Court, Bombay, containing the remarks of their Lordships the Chief Justice and Judges on the question of delays in the Mofussil Courts.

2. My Committee desire me to point out that, in spite of the official efforts which are made to control the pleaders, who are, at least, partly responsible, abnormal delays do occur in the adjudication of Law Suits in the Mofussil Courts, and I am therefore to respectfully urge the necessity of strengthening the Judicial Staff in some of the larger districts.

3. The Registrar's statement in the letter above referred to "that the effect of recent Legislation will tend to a greater congestion of work and more serious delays in disposal of cases than heretofore" cannot but be viewed with the gravest misgivings by the Commercial Community, and my Committee earnestly hope that steps will be taken by Government to mitigate the evil complained of.—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B LESLIE-ROGERS,
Secretary.

No. 6667.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your further letter No. 907, dated the 9th November 1910, on the subject of delays in the adjudication of Law Suits in Mofussil Courts, and to state that after carefully considering the question the Government see no reason for thinking that the present Judicial Staff is not, as a general rule, capable in ordinary times of dealing with the legal work that comes up for disposal.

2. Government, however, fully realize that the congestion of work caused by the increase in institutions referred to in paragraph 2 of the High Court's letter No. 2170, dated the 4th October 1910, need a temporarily strengthened staff; and have accordingly sanctioned the appointment of ten additional Subordinate Judges.—I have, &c.,

J. E. B. HOTSON,
Under-Secretary to Government.

No. 975 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st December 1910.

The UNDER-SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 6667 of the 23rd ultimo on the subject of delays in the adjudication of law suits in Mofussil Courts.

2. In reply I am to say that my Committee are pleased to hear that the Judicial Staff will be temporarily strengthened by the appointment of ten additional Subordinate Judges to deal with the congestion of work that has been referred to in previous correspondence—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX—F-1.

WORKING OF THE BOMBAY CUSTOM HOUSE.

No. 249 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 23rd March 1910.

The COLLECTOR OF CUSTOMS,
Bombay.

SIR,—Representations have been made to my Committee complaining of the serious inconvenience caused to Merchants of late in getting their goods through the Customs Department. Much delay takes place in this respect, more especially in the case of firms working without a deposit, and generally it is found impossible to get goods through within the seven days allowed by the Port Trust.

This delay, it is understood, is largely due to the adoption of a new system with many checks, which it has been considered necessary to inaugurate in the Docks to prevent the recurrence of the irregularities that have recently been discovered. My Committee, while admitting the necessity of the precautions that have been taken, believe that the extra work they involve on the staff has made it impossible for the latter to efficiently cope with the regular routine of the department. It would therefore appear that the staff requires strengthening and my Committee trust this opportunity will be taken to raise the number of employes to a standard that will both facilitate business and adequately meet the growing requirements of the trade in this direction.—I have, &c.,

J. B. LESLIE-ROGERS.
Secretary.

No. C./5857 of 1910.

BOMBAY CUSTOM HOUSE,
13th April 1910

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter of the 23rd ultimo, complaining of delays in Customs procedure. The process of passing certain documents was, no doubt, temporarily delayed during the latter part of last month, but I trust matters will soon resume their normal course. The delay was partly due to the occurrence of a serious fraud which caused the clerks to work with greater circumspection and partly to the sudden spurt of import business. The Commissioner has now sanctioned a temporary increase of establishment and every effort is being made to expedite work in a manner compatible with the safety of Government revenue.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

No. 336 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd April 1910.

The COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 5857 of the 13th instant, giving assurances that work will be expedited in future.

It is noted that a temporary increase of the establishment has been sanctioned, but as in the past the staff employed were unable to expeditiously cope with the work, my Committee trust that the present arrangement will be made permanent.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. C/13513 of 1910.

BOMBAY CUSTOM HOUSE,
24th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—Adverting to the correspondence ending with your letter No. 336, dated the 22nd April 1910, I have the honour to forward herewith notes on certain Customs methods, which, I consider, might with advantage be introduced at the Bombay Custom House. I should be glad if your Committee would favour me with their support in the matter of carrying out the proposals touched on in the notes if they find themselves in agreement with me.

2. I have already received favourable replies from most of the Shipping Agents with regard to the time which might be saved by the "Prior to Entry System," as regards a considerable proportion of the steamers arriving at this port. This system would be coupled with a check appraisement in the Transit Sheds in the new Docks and should enable the consignees to clear their goods as soon as landed in the case of steamers which enter prior to arrival. The introduction of all or any of these methods would be contingent on the provision of certain superior supervising establishment for which an application has already been made to Government.

3. I am glad to say that the system recently introduced in the Import Department, with the assistance of the Shipping Agents, by means of which the Bill of Entry Index No. is now made to correspond with the Bill of Lading Manifest Serial number, by enabling the clerk to localise the item quickly and by abolishing the necessity for a separately noted Index number, promises to expedite the process of giving number even under existing conditions.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

NOTES ON CERTAIN CUSTOMS METHODS.

II. *The abolition of the Triplicate form of Bill of Entry and the substitution of a simple receipt for all monies received.*

At present in Bombay the importer prepares a Triplicate of the Bill of Entry which on payment of the duty is signed and given back to

him as a receipt. This is a very cumbersome system. The comparison of the three copies of the Bill of Entry to get them to accurately correspond in every detail slows down procedure to an appreciable extent. Moreover, the Bill of Entry may be a long one and every entry in the original Bill of Entry must be copied in the triplicate by the importer without erasure or correction. Should any correction be made in it he is liable to have it returned for a clean bill. There are clear indications that there is no real demand for such a detailed receipt. Formerly when the triplicate was not handed over to the importer at the same time as the duplicate, thousands of triplicates used to remain unclaimed. It is only made practical use of in Bombay when drawback is claimed, but drawback is only claimed in a little over three per cent. of cases and in Calcutta a simple and effective drawback procedure exists which requires no triplicate copy and which lays no stress on the production of the Duty Receipt as the item is easily traced in the receipt registers of the Custom House. The better arrangement is the one in force in Calcutta where a simple form of receipt is made out in the Cash Office and handed over to every payee of money on whatever account. In Bombay only payees of actual Customs duty get any receipt at all. The public would, I feel certain, welcome the abolition of the form ; if there should be anybody so wedded to custom as to want such a detailed form of receipt it would be open to him to put in a triplicate copy which would then be compared and stamped with a cross reference to the pukka receipt.

III. *The prior to entry system.*

The first step a person has to take when wishing to clear through the Customs a consignment arriving as cargo, is to get his Bill of Entry (a Customs form giving the description of the goods and the marks on the packages) accepted and noted against the corresponding item in the ship's manifest or list of cargo, by the Customs (Import Department) who thus obtain a record that the item is in process of clearance by a particular individual. The person must then go through all the further processes of getting the goods assessed and paying duty thereon. To obtain delivery of the goods he must however prove his title thereto by producing his endorsed Bill of Lading or Delivery Order obtained from the ship's agents. Delivery under these precautions is granted by the Port Trust into whose keeping the cargo is landed.

In Bombay contrary to the system in force in both Calcutta and Madras the consignee is expected to produce his Bill of Lading or Delivery Order along with the Bill of Entry when he first presents the latter for being noted in the manifest by the Import Department. This is quite an unnecessary requirement. The effect is far reaching in delaying Customs clearance. The ship's agents will not endorse Bills of Lading or grant Delivery Orders till the ship is actually sighted, otherwise difficulties are considered likely to arise in connection with the collection of general average should any damage have happened to the cargo. The consignee therefore cannot present his Bill of Entry in Bombay till the ship has actually arrived although the manifest or portions of it may have been ready in the agent's office some days previous. In Calcutta and Madras a provisional manifest is sent to the Customs several days or even a week or so before the ship arrives and the Import Department at once begins to accept Bills of Entry (after the ship's arrival the provisional manifest is confirmed and a supplementary manifest put in if necessary). It is true that as Bombay is the nearer port to Europe the ability to put in a provisional manifest before the arrival of the ship would not be universal for the documents have to be sent out from Europe. However I believe from informal inquiries made that in a considerable portion of cases, excepting of course the fast through steamers which might arrive as soon as their papers or bring them with them, it would be possible thus to gain several days.

At present in Bombay an importer can seldom get his Bill of Entry noted till at least 24 hours after the arrival of the ship. This is due to the fact that the agents must complete the manifest after the arrival of the ship before it can be sent to the Import Department and must then distribute or endorse the Bills of Lading or Delivery Orders. This usually takes about 24 hours. Then if as usually occurs the clearing clerks and agents rush in a body to the Import Department, the Department is unable to deal with all at once and a further delay of several hours, sometimes even a day, takes place Thus it would not be unusual for an importer whoto avoid demurrage should exert himself to the utmost by calling on the ship's agents for this Delivery Order as soon as the ship might be reported, not to get his Bill of Entry returned to him by the Customs as noted in the manifest until 2 or 3 days after the ship had arrived. If any difficulties occurred in the Appraising and Duty Calculation

Departments or in the process of removal of his goods from the Docks he might soon find that the Port Trust free time had been exceeded. We have had many complaints of this in the busy season, especially when after the recent frauds certain additional checks had to be introduced and the Departments were working slowly and cautiously.

In Calcutta it is all very different. The provisional manifest is filed several days before the arrival of the steamer. The Bills of Entry are put in at the convenience of the importers. There is no sudden rush in the Import Department. The Bills of Entry are noted without production of a Bill of Lading or agent's Delivery Order. The importer then takes his Bill of Entry on to the Appraisers who, if possible, appraise the goods (leaving the Shed Appraiser to check the appraisement by actual examination), he then pays his duty and is ready as soon as the ship arrives to present his completed document to the Shed Appraiser who checks it, and, after opening the settled percentage of cases in the consignment, gives him Customs clearance. He then obtains immediately delivery through the Port Trust official who checks his papers to see that he is the actual owner of the goods of which the Port Trust are for the time the bailees. As a result of this expeditious and well considered system, the various Customs Departments, Import, Appraising, Duty Calculation, Cash and Comparing, are seldom cluttered up with sudden rushes of work such as we experience in Bombay which disorganize the clerks and lead to vexatious delays for the public. The work is evenly distributed. Moreover, what is even perhaps more important the congestion of goods in the Dock shed is relieved. In Calcutta the importers have 3 free days against 7 found necessary in Bombay, while the congestion in the Bombay sheds has always been a subject of very serious complaints by all concerned.

The adoption of the Prior to Entry System in the case of such steamers as could put in provisional manifests in Bombay would (even if our appraisement system could not be altered by the institution of Shed Appraisers) save at least one day and sometimes 2 days' delay in regard to all Bills of Entry presented before the arrival of the steamer. In the case of goods which can be assessed on samples or on invoices and which require no examination under our present system, the saving of time would be 3 or more days to anybody anxious to get delivery as soon as possible.

The Prior to Entry System when introduced in Bombay must be coupled with the more liberal rules as to the noting of discrepancies between Bills of Entry and the manifest such as are in force in Calcutta. The production of the Bill of Lading or Delivery Order would be dispensed with as in Calcutta or Madras. I am strongly in favour of the introduction of the Prior to Entry System which I feel certain will be gratefully welcomed by both the shipping agents, the Port Trust and the importers and which would have the advantage of tending to prevent sudden rushes of work in the Departments which prove so disorganizing and which necessitate such large staffs to cope with them. To work the system we must however have a sensible Office Superintendent trained in the Calcutta practice.

IV. *The restriction of communication between individual clerks and the public.*

In Bombay each clerk is an arbiter of the importer's fate as regards getting his Customs papers through without delay or objection. This of course throws the doors wide open to speed money. This, bad enough in itself, brings about other concomitant evils such as the recent frauds case only too clearly demonstrated. Thus in Bombay the importer (using the term to cover outside agents, clerks, dalals, &c.) hands in his Bill of Entry over the barrier direct to a clerk in the Import Department who has the manifest in front of him and it is after a discussion between the Customs clerk and the importer that the Bill of Entry is noted in the manifest. It is open to the clerk to take up any particular applicant's Bill of Entry before that of another, or to deal with a slight discrepancy in one case and to raise objection and refer to his superior in another. In Calcutta the Bill of Entry is not handed to the manifest clerk by the importer. It is handed in at the end of the counter to a distributor. The manifest clerks sit away from the public barrier and work under the eyes of the Superintendent and Deputy Superintendent. The distributor after automatically noting the time of receipt, distributes the Bills of Entry to the various manifest clerks. The noted bills are then handed back from another counter to the importers by a junior clerk who arranges the bills in alphabetical order in pigeon holes to facilitate their return. This system when properly worked allows of the bills being returned to the importers within a few minutes and is not really slower than the Bombay system. The Calcutta system however requires the close supervision of a

Superintendent and the more liberal rules in force in Calcutta as regards dealing with slight discrepancies otherwise it would not, I fear, work. For in Calcutta when a Bill of Entry can for some reason not be noted the importer may go away in ignorance of the fact and only find it out when he comes back after several hours or perhaps next day. It is however an excellent system and should be introduced as soon as we have a trained Superintendent for the Import Department. Its effective working in Calcutta is assisted by the fact that owing to the Prior to Entry System, there are no sudden rushes of Bills of Entry and no clamour for their immediate noting. If however it were smoothly and intelligently worked, the public would find that it was just as expeditious and much fairer to all than our present system.

Similar remarks apply to the Duty Calculating Section to which the importer takes his bill after it has been appraised. In Calcutta the importer does not stand over the calculator and discuss matters with him as in Bombay, but his bill is handed into the Department distributed to Calculators who sit away from the public. When the importer calls for his bill, which would be ready for him just as soon as in Bombay, the clerk in charge of the bills picks it out and hands it to the Accountant who after registering and dating it passes it to the importer who is then at liberty to pay in the money at the Cash Office. Finally the last stage in Calcutta, *viz.*, the comparison of the original with the duplicate is also done by clerks not in touch with the public.

No. 773 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 22nd September 1910.

The COLLECTOR OF CUSTOMS,

Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 13513 of the 24th ultimo, and to thank you for the information contained therein. My Committee have carefully considered the various proposals placed before them, and as they are of opinion they will benefit trade and expedite Customs work generally, they will receive the Chamber's support when put into effect.

It is however felt that the successful introduction of these new measures will very largely depend on thorough and intelligent supervision, and my Committee therefore trust that your application for a superior supervising establishment will be fully met by Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX—F-2.

INDICATION OF COUNTRY OF ORIGIN ON IMPORTED GOODS.

No. 251 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 24th March 1910.

The COLLECTOR OF CUSTOMS,
Bombay.

SIR,—Information has been placed before my Committee to the effect that a Notification had lately been issued by the Customs Authorities in Calcutta which runs as follows:—

> "That any goods shipped after the 1st March next marked with letters or characters in an Indian language must bear a counter indication of the country of origin in that language."

My Committee would be obliged if you would kindly inform them whether the above alleged order has any foundation in fact; and,

if so, whether it only applies to Calcutta or to the whole of India? They would also be pleased if you could furnish them with any further explanatory information on the subject.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. C/5377 of 1910.

BOMBAY CUSTOM HOUSE,
7th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your No. 251 of the 24th ultimo, I have the honour to state that I am given to understand that piece-goods are being imported into Calcutta with Vernacular sentences printed thereon and that in accordance with the terms of the Merchandise Marks Act a counter indication of origin is being required in that connection. The practice of printing Vernacular sentences on piece-goods is not in vogue on the side of India. The provisions of the Merchandise Marks Act lay down that should any Vernacular words or devices in the form of trade descriptions marked on imported goods be reasonably calculated to lead persons to believe that the goods were made in British India a counter indication would be necessary *vide* paragraph 33 of the Merchandise Marks Manual, page 29.

2. It has been customary at this Customs House to take the label as a whole and to take action under the above provision when a reasonable presumption of possible error is evident. It is not proposed to depart from present practice.—I have, &c.,

A. S. A. WESTROPP,
Collector of Customs.

APPENDIX—F-3.

TARIFF REVISION.

No. 115 of 1910.

CHAMBER OF COMMERCE,
KARACHI, 8th March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Tariff Valuations for Sugar.

DEAR SIR,—I am directed to forward for your information copy of letter addressed by this Chamber to the Government of India on the above subject and to ask you to give the matter your support. I am, &c.,

E. L. ROGERS,
Secretary.

CHAMBER OF COMMERCE,
KARACHI, 8th March 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I have the honour to invite the attention of Government to the disturbance in business caused by the annual revision of the Customs Tariff valuations of sugar. This commodity is often bought and sold many months in advance of the period of actual shipment, and the sudden change of Tariff Valuation at the end of the calendar year is calculated to cause unexpected losses to one or other parties to the business, buyers or sellers, as the case may be.

This Chamber begs therefore to suggest for the consideration of Government the possibility of some method being adopted whereby the mercantile community would be able in advance to estimate as

near as possible what the Tariff valuation for any new year would probably be. To attain this end this Chamber would propose that the average prices each month at the chief ports be taken (and published) as the material from which to estimate the average price of the year, and that this average price be used as basis for the tariff valuation for the year. To avoid as far as possible any violent fluctuation in the Tariff Valuation this Chamber would suggest that the average prices of the three previous years (calculated as above) be used for arriving at the Tariff Valuation of the following year.

I believe that this principle would meet with a ready acceptance by the mercantile communities of the other chief ports interested in the sugar trade and I beg therefore that Government will give the matter their favourable consideration.—I have, &c.,

M. DE P. WEBB,
Chairman.

E. L. ROGERS,
Secretary.

No. 254 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 24th March 1910.

The SECRETARY,
CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 8th instant, covering copy of a letter addressed to the Department of Commerce and Industry regarding Tariff Valuations of Sugar.

In reply I am to say that my Committee agree with your letter, and have now addressed Government supporting your proposals.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 253 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th March 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—The Karachi Chamber of Commerce have favoured my Committee with a copy of a letter addressed to you on the subject of Tariff Valuations of Sugar. In this letter it is suggested that the average prices each month at the chief ports should be taken (and published) as the material from which to estimate the average price of the year, and that this average price should be used as basis for the Tariff Valuations for the year.

2. The Karachi Chamber further advocate that the average prices of the three previous years (calculated as above) should be used for arriving at the Tariff Valuations of the following year.

With the above proposals my Committee entirely concur and they trust they will be favourably entertained by Government.—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 2783-123.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 14th April 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 253, dated the 29th March 1910, supporting certain proposals made by the Karachi Chamber of Commerce regarding the method of fixing Tariff valuations for sugar. I am to say that your letter will be submitted for the consideration of the Government of India, and their decision regarding the proposals will be communicated to you in due course.—I have, &c.,

A. C. McWATTERS,
Under-Secretary to the Government of India.

No. 3854—123.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 26th May 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to the correspondence ending with my letter No. 2783-123, dated the 14th April 1910, I am directed to forward, for the information of your Chamber, a copy of a letter addressed to the Chairman, Karachi Chamber of Commerce, regarding the suggestion made by that Chamber that the tariff valuation of sugar should be fixed absolutely on an average of the prices for the three preceding years. It will be seen that, for the reasons given in their letter, the Government of India are unable to accept the proposal.—I have, &c.,

No. 3852-123, dated the 26th May 1910.

A. C. McWATTERS,

Under-Secretary to the Government of India.

No. 3852—123.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 26th May 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,

Karachi.

SIR,—In continuation of the correspondence ending with my letter No. 2149-123, dated the 16th March 1910, I am now directed to reply to your letter No. 114, dated the 8th March 1910, in which it was suggested that the tariff valuation of sugar should be fixed absolutely on an average of the prices for the three preceding years.

2. I am to say that the Government of India have given their careful consideration to the proposal, but they regret that they are unable to accept it, as it would involve the abandonment of the principle that import duties should be levied on the real value of goods at the time of import.

3. In this connection, I am to explain that the object of the annual revision of tariff valuations is to attain as nearly as possible, after consideration of all available information, to the values which will rule in the succeeding year and the rates at which large forward business has actually been done are not ignored when these revisions are made. Moreover, the Government of India are always prepared to consider the advisability of revising the valuations if prices fluctuate to a material extent during the course of the year, and it is open to importers to ask for an intermediate revision of the tariff whenever the valuation fixed for any particular article exceeds the market value to any appreciable extent.—I have, &c.,

A. C. McWATTERS,
Under-Secretary to the Government of India.

No. 9297—135.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
CALCUTTA, the 24th December 1910.

Notification.

In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII, 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor General in Council, the Governor General in Council is pleased to fix with effect from the 1st January 1911 for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894) as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903) and the Indian Tariff Amendment) Act, 1904 (XI of 1904).—I have, &c.,

B. ROBERTSON,
Secretary to the Government of India.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	Animals, living.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	35 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	,,	65 0	,,
	,, in the shell	,,	16 0	,,
	,, (kágazi)	,,	35 0	,,
	Cashew or cajoo kernels... ...	,,	19 0	,,
	Cocoanuts, Straits	thousand.	65 0	,,
	,, others	,,	40 0	,,
	,, kernel (khopra) ...	cwt.	18 0	,,
	Currants	,,	20 0	,,
	Dates, dry, in bags	,,	9 0	,,
	,, wet ,, baskets and bundles ...	,,	5 8	,,
	,, ,, in pots, boxes, tins and crates	,,	8 0	,,
	Figs, Persian, dried	,,	11 0	,,
	Garlic	,,	6 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	40 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	...	*ad valorem*	,,
	Raisins black	...	,,	,,
	,, kishmish, Persian Gulf...	...	,,	,,
	,, Munakka ,, ,, ...	cwt.	12 8	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts, all descriptions ...	...	,,	,,
	All other sorts of fruits and vegetables	...	,,	,,
	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF).—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink —*contd.*			
6	PROVISIONS, OILMAN'S STORES, AND GROCERIES—		Rs. a.	
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	,,	,,
	Bêche de mer	...	,,	,,
	Butter	lb.	1 2	,,
	Cassava, Tapioca or Sago ...	cwt.	11 0	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	cwt. (nett)	25 0	,,
	,, ,, dry, candied ...	lb.	0 5	,,
	Cocum	cwt.	4 8	,,
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	55 0	,,
	Margarine	...	*ad valorem*	,,
	Pork hams...	...	,,	,,
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	,,
	Vinegar, in casks	...	*ad valorem*	Two and one-half per cent.
	,, not in casks— Persian	...	,,	Five per cent.
	Indian...	...	,,	,,
	All other sorts of provisions, oilman's stores, and groceries ..	...	,,	,,
7	SPICES—			
	Betelnuts, raw, whole, split or sliced, from Goa ...	cwt.	13 8	,
	,, ,, ,, Straits and Dutch East Indies .	,,	8 0	,,
	Betelnuts, whole, from Ceylon...	,,	10 0	,,
	,, raw, split (sun-dried) from Ceylon ...	,,	18 0	,,
	,, —all other sorts ...	...	*ad valorem*	,,
	Chillies, dry	cwt.	15 0	,,
	Cloves	,,	38 0	,,
	,, stems and heads	,,	7 0	,,
	,, in seeds, narlavang ...	,,	10 0	,,
	Ginger, dry	,,	30 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink— *concld.*		Rs. a.	
	SPICES—*concld.*			
	Mace	lb.	1 6	Five per cent.
	Nutmegs	,,	0 5½	,,
	,, in shell	,,	0 4	,,
	Pepper, black	cwt.	25 0	,,
	,, white	,,	45 0	,,
	All other sorts of spices	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	10 4	,,
	,, ,, and soft, refined in China ...	,,	10 12	,,
	,, ,, ,, ,, from Java, 23 Dutch standard and above.	,,	10 0	,,
	,, ,, ,, ,, from Java, 16 to 22 Dutch standard.	,,	9 0	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under.	,,	8 8	,,
	,, ,, ,, ,, from Mauritius, equal to 16 Dutch standard and over.	,,	10 0	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries ...	,,	3 0	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery...	...	*ad valorem*	,,
9	TEA, black	lb.	0 11	,,
	,, green	,,	0 9	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	2 0	,,
	Alum	,,	4 12	,,
	Arsenic (China mansil)	,,	28 0	,,
	,, other sorts	...	*ad valorem*	,,
	Bicarbonate of soda	cwt.	6 0	,,
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	,,	Five per cent.
	Sal ammoniac	cwt.	31 0	,,
	Sulphate of copper	,,	17 0	,,
	Sulphur (brimstone), flour ...	,,	5 8	,,
	,, (,,), roll ...	,,	5 4	,,
	,, (,,), rough ...	,,	4 8	,,
	All other sorts of chemical products and preparations, including saltpetre, borax, grape-sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, which are free	...	*ad valorem*	,,
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	...	,,	,,
	,, Socotra	...	,,	,,
	Aloe-wood	...	,,	,,
	Anti-plague serum	...	...	Free.
	Assafœtida (hing)	cwt.	90 0	Five per cent.
	,, coarse (hingra) ...	,,	28 0	,,
	Atáry, Persian	...	*ad valorem*	,,
	Bánslochan (bamboo camphor)...	lb.	0 7	,,
	Brimstone (amalsára)	...	*ad valorem*	,,
	Calumba root	cwt.	10 8	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs a.	
	DRUGS, MEDICINES AND NARCOTICS—*contd.*			
	Camphor, refined, cake	lb.	1 8	Five per cent.
	„ partially refined, cake, in blocks of about 13 lbs.	„	1 2	„
	„ in powder	...	*ad valorem*	„
	Cassia lignea	cwt.	30 0	„
	China root (chobchini), rough ...	„	9 0	„
	„ („), scraped...	„	15 0	„
	Cocaine	...	*ad valorem*	„
	Cubebs	cwt.	80 0	„
	Galangal, China	„	5 4	„
	Pellitory (akalkara)	...	*ad valorem*	„
	Peppermint crystals	...	„	„
	Quinine and other alkaloids of cinchona	...	...	Free.
	Salep	cwt.	225 0	Five per cent.
	Senna leaves	...	*ad valorem*	„
	Storax, liquid (rose melloes or salaras)	cwt.	40 0	„
	All other sorts of drugs, medicines and narcotics, except opium and tobacco (for which see Schedule III)	...	*ad valorem*	„
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4½	„
	„ „ „ 50 „ ...	„	1 8½	„
	„ „ „ 60 „ ...	„	1 12	„
	„ „ „ 70 „ ...	„	2 0½	„
	„ „ „ 80 „ ...	„	2 4½	„
	„ „ „ 100 „ ...	„	2 12	„
	„ moist, 10 „ ...	„	0 4½	„
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo, blue...	„	0 6½	„
	„ „ dry	„	1 0	„
	„ salts	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DYEING AND TANNING MATERIALS—*concld.*			
	Avar bark	cwt.	3 4	Five per cent.
	Buzgand (gulpista)	...	*ad valorem*	,,
	Cochineal	lb.	0 14	,,
	Gallnuts (myrabolams)	...	*ad valorem*	,,
	,, Persian	cwt.	45 0	,,
	Madder or manjit...	...	*ad valorem*	,,
	Orchilla weed	...	,,	,,
	Sappan wood and root	...	,,	,,
	Turmeric	...	,,	,,
	All other sorts of dyeing and tanning materials	...	,,	,,
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-drushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed, so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends when imported by or on behalf of a manufacturer or mill-owner, and certified by him to be intended exclusively for use in his mill]...	.....	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	.....	...	Free.
	Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	labour, or which before being brought into use require to be fixed with reference to other moving parts, and including belting of all materials for driving machinery	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	„ orsidue and leaves, China.	...	„	„
	„ patent or yellow metal, sheets weighing 1 lb or above, per square foot, and sheathing, braziers, and plates	cwt.	45 0	„
	„ patent or yellow metal, (old)...	„	32 0	„
	„ sheets, flat or in rolls, weighing less than 1 lb. per square foot	„	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass wire...	...	*ad valorem*	Five per cent.
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers, sheets, plates and sheathing	cwt.	54 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old	cwt.	42 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	50 0	„
	„ China, white, copperware	lb.	2 0	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	2 2	„
	„ foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	„	2 4	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	..	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron anchors and cables... ...	...	„	One per cent
	„ Lowmoor and similar qualities, all descriptions ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*	..	Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Lowmoor or Swedish ...	ton	95 0	One per cent.
	„ angle, T, other than Lowmoor or Swedish, if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ bar Swedish and similar qualities	ton	170 0	„
	„ „ Swedish and similar qualities, nail-rod, round-rod & square under half an inch in diameter....	„	180 0	„
	„ „ other kinds	„	95 0	„
	„ „ other kinds, nail-rod, round-rod & square, under half an inch in diameter	„	100 0	„
	„ „ other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ beams, joists, pillars, girders, screw-piles, bridge-work, & other such descriptions of iron imported exclusively for building purposes ...	...	„	„
	„ channel, including channel for carriages	...	„	„
	„ plate and sheet, Swedish and charcoal	...	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanized, tinned, or lead-coated	...	„	„
	„ plate, other kinds, above ¼ inch thick, and strips ...	ton	105 0	„
	„ sheets other kinds, up to ¼ inch thick	„	115 0	„
	„ sheets (other than corrugated), plates, or strips other kinds, if galvanized, tinned, lead-coated, chequered or planished ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	185 0	One per cent.
	„ hoop	„	130 0	„
	„ nails, rose, wire, and flat-headed	cwt.	2 0	„
	„ nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers and bearing, and fish-plates, spikes (commonly known as dog spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, guttering, and continuous roofing ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna and six pies per Imperial gallon under No. 16 ...	can	0 3½	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*	...		
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests, which are free) ...	...	„	„
	Quicksilver	lb.	1 12	„
	Shot, bird	cwt.	20 0	„
	Steel anchors and cables ...	...	*ad valorem*	One per cent.
	„ blooms	...	„	„
	„ angle, T, ...	ton	95 0	„
	„ „ „ and hoop, if galvanized, tinned or lead-coated	...	*ad valorem*	„
	„ bars (other than cast steel).	ton	95 0	„
	„ „ Swedish and similar qualities...	...	*ad valorem*	„
	„ „ nail-rod, round rod, and square, under ½ inch in diameter	ton	100 0	„
	„ „ galvanized, tinned, lead-coated, planished, or polished	...	*ad valorem*	„
	„ channel, including channel for carriages	...	„	„
	„ plates above ¼ inch thick, and strips	ton	105 0	„
	„ sheets up to ¼ inch thick...	„	115 0	„
	„ sheets (other than corrugated), plates, or strips, if galvanized, tinned, lead-coated, chequered or planished	...	*ad valorem*	„
	„ sheets, corrugated, galvanized or black	ton	185 0	„
	„ hoop...	„	130 0	„
	„ nails...	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel beams, joists, pillars, girders, screwpiles, bridge-work, and other such descriptions of steel, imported exclusively for building purposes ...	...	*ad valorem*	One per cent.
	,, cast and blistered, including spring and tub steel...	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like.	...	,,	,,
	,, rails, chairs, sleepers, and bearing and fish-plates, spikes (commonly known as dog spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips, and tie-bars	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting	...	,,	,,
	,, cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna and six pies per Imperial gallon under No. 16	can	0 3½	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	Tin block	cwt.	125 0	,,
	,, foil, and other sorts... ...	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft.	cwt.	23 0	,,
	,, ,, ,, ,, hard.	,,	19 0	,,
	,, ,, all other sorts, including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.		Rs. a.	
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna and six pies.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	„	„
	Cocoanut-oil	cwt	27 0	„
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and Military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent.
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	..	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
24*a*	CHALLENGE CUPS OR TROPHIES which have been won by any military unit (including volunteer corps) or by a particular member or members of any such unit in India or which have been sent by donors resident abroad for presentation or competition in India ... ... Provided that the articles are certified by the Officer Commanding the unit or brigade or any higher military authority or any of their staff officers as having been offered for competition or presented with the sole or main object of encouraging military efficiency; and that they have had engraved on them before being shipped the object for which presented and, except in the case of those sent by donors resident abroad for competition in India, the name of the winner or winners.	...	...	Free.
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, China, and porcelain (for which see No. 32) ...	...	,,	,,
27	CLOCKS, WATCHES, and other Time-keepers, and parts thereof ...	...	,,	,,
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing and darning thread	...	...	„
	„ piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), China, China clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	„	„
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	...	„	„
	Cutch and gambier	cwt.	20 0	„
	Gamboge	lb.	1 10	„
	Gum Ammoniac	cwt.	20 0	„
	„ Arabic	„	18 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras	cwt.	24 0	„
	„ „ cowrie	„	80 0	„
	„ Bysabol (coarse myrrh) ...	„	28 0	„
	„ Olibanum or frankincense.	...	...	Free.
	„ Persian (false)	cwt.	12 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—*contd.*			
	Myrrh	cwt.	33 0	Five per cent
	Rosin	„	9 4	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	„
38	HEMP, including Manila hemp, and articles made therefrom	...	„	„
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	„	„
40	HORN	...	...	Free.
	„ articles made of, not otherwise described	...	*ad valorem*	Five per cent
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	All band instruments (other than stringed instruments), imported by a native regiment of His Majesty's Regular Forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the Officer Commanding the regiment or unit or the Officer in charge of the Military Police Battalion, to be for the *bonâ fide* exclusive use of the Regimental band, or the band attached to the Military Police Battalion, as the case may be and the following accessories thereto, are also free of duty :—			
	Bags for bagpipes.			
	Cardholders.			
	Carriages (brown or black).			
	Cases for reeds and mouthpieces.			
	Cases (leather or wooden).			
	Chanters, pipe, and practice.			
	Cleaners for brass and reed instruments.			
	Cord for bagpipes.			
	Crooks.			
	Drones for bagpipes.			
	Drum heads.			
	Drum sticks.			
	Drum flesh hoops.			
	Fingertops.			
	Green broadcloth for drums.			
	Green silk ribbon for drums.			
	Key pads for reed instruments.			
	Ligatures for reed instruments.			
	Mouthpieces and caps therefor.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Mutes for brass instruments. Pipe tassels for bagpipes Reeds. Ribbons for bagpipes. Ropes for drums. Shanks and slides for brass instruments. Silver buckles for drums. Silver buttons for drums. Springs. Snares. Taps for brass instruments. Valve corks. Valve tops and needles	...	*ad valorem*	Five per cent.
42	IVORY AND IVORY-WARE— Unmanufactured— Elephants' grinders	cwt.	350 0	,,
	,, tusks (other than hollows, centres, and points), each exceeding 20lbs. in weight, and hollows, centres, and points, each weighing 10lbs. and over...	,,	1,000 0	,,
	Elephants' tusks (other than hollows, centres, and points) not less than 10lbs. and not exceeding 20lbs. each, and hollows, centres, and points, each weighing less than 10lbs...	,,	900 0	,,
	Elephants' tusks, each less than 10lbs (other than hollows, centres, and points)	,,	650 0	,,
	Sea-cow or moye teeth, each not less than 4lbs.	,,	260 0	,,
	Sea-cow or moye teeth, each not less than 3lbs. and under 4lbs.	,,	215 0	,,
	Sea-cow or moye teeth, each less than 3lbs.	,,	150 0	,,
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... { Other than European.	tola	1 2	Five per cent.
	„ embossed or chased. { Other than European.	„	1 6	„
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	„
44	JUTE, Raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a Military pattern imported by an Officer of His Majesty's Regular Forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	„	„
46	MALT	...	„	„
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OIL-CAKE, also bran, fodder, and cattle-food of all kinds	...	...	„
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	16 0	„
	„ white, dry	„	17 0	„
	Ochre, other than European, all colours	„	3 4	„
	Paints, composition	...	*ad valorem*	„
	„ patent driers	...	„	„
	Turpentine	Imperial gallon	8 12	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
50	PAINTS, COLOURS, PAINTERS MATERIALS, and compositions for application to leather, wood and metals —*concld.*			
	Verdigris	... ...	*ad valorem*	Five per cent.
	Vermilion, Canton	box of 90 bundles.	115 0	„
	Zinc, white, dry	...	*ad valorem*	„
	All other sorts, including glue and putty	...	„	„
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	„	„
	„ articles made of paper and papier-mâché	...	„	„
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	„
	Kapurkachri (zedoary)	„	15 0	„
	Patch leaves (patchouli) ...	„	16 0	„
	Rose-flowers, dried	„	22 0	„
	Rose-water...	Imperial gallon.	2 6	„
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	„
53	PITCH, TAR AND DAMMER—			
	Bitumen	...	„	„
	Dammer	...	„	„
	Pitch, American and European.	...	„	„
	„ coal	...	„	„
	Tar, American and European...	...	„	„
	„ „ coal	...	„	„
	„ mineral	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	,,
56	PULP of wood, straw, rags, paper, and other materials	...	...	,,
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	,,
58	RAGS	...	...	,,
59	RACKS for the withering of tea leaf.	...	...	,,
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brakegear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof: also the following articles when imported by or under the orders of a Railway Company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing :			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Other Articles, unmanufactured and manufactured—*contd.* RAILWAY MATERIAL—*concld.*		Rs. a.	
	Provided that for the purpose of this exemption "railway" means a line of Railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	,, ...	...	Free.
61	SEEDS, except oil-seeds imported into British India by sea from the territories of any Native Prince or Chief in India which are free—			
	All sorts	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	4 0	,,
	,, yellow, superior quality	,,	5 8	,,
	,, Maldive	,,	7 0	,,
	,, Sankhla	,,	85 0	,,
	Mother-of-pearl, Nacre	...	...	Free.
	Nakhla	cwt.	110 0	Five per cent.
	Tortoise-shell	lb.	12 0	,,
	,, Nakh	,,	5 0	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld*		Rs. a.	
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	...	*ad valorem*	„
	Piece-goods	...	„	„
	Sewing thread, China	...	„	„
	Raw silk—Chaharam, Indo-China, and yellow Shanghai ...	lb.	4 10	„
	Mathow	„	3 4	„
	Other kinds of China including re-reeled Silk...	„	6 4	„
	Waste and Kachra ...	...	*ad valorem*	„
	Punjam	lb.	2 8	„
	Persian	„	4 8	„
	Siam	„	3 4	„
	All other sorts, including cocoons.	...	*ad valorem*	„
65	SOAP	...	„	„
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
69	TALLOW AND GREASE, including stearine	...	*ad valorem*	Five per cent.
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
71	TEXTILE FABRICS, not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES, not otherwise described	...	,,	,,
73	TOYS, including toy-books, and requisites for all games	...	,,	,,
74	UMBRELLAS, parasols and sunshades of all kinds	...	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	,,	,,
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
77	WOOL, Raw	...	...	Free.
	,, articles made of including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	,,	,,

APPENDIX F-4.

PIECE-GOODS LIST.

No. 6026-2.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,
CALCUTTA, the 16th November 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of the correspondence ending with your letter No. 967, dated the 18th November 1909, I have the honour to state that there is now under consideration the revision of the list of cotton piece-goods prescribed in the Resolution of the Government of India in the Department of Commerce and Industry, No. 10714-10720-122, dated the 19th December 1907. Collectors of Customs were asked by me whether they could make any suggestions for the reduction of the number of items without affecting prejudicially the comprehensive character of the list. After careful consideration of the suggestions made by them it seems to me that certain items might safely be struck out without interfering with the completeness of the list. A copy of the list, showing the omissions contemplated and other consequential revisions, is enclosed. I should be glad to have the opinion of your Committee on the subject of the proposed omissions.

If you should have any additions to the list to propose, I should be obliged if samples and full particulars regarding the goods concerned could be forwarded with your reply.

It would be convenient if your proposals could reach me by the end of this month so as to enable me to make my recommendations to the Government of India by the second week of December.—I have, &c.,

E. SEQUEIRA,
for Director-General of Commercial Intelligence.

No. 10714—10720-122.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

(Customs).

CALCUTTA, the 19th December 1907.

Resolution.

WITH reference to paragraph 3 of the Resolution in the Department of Commerce and Industry, Nos. 5443-5449—8, dated the 13th July 1906, the Governor General in Council is pleased to prescribe the following revised "List of cotton piece-goods" in supersession of the list appended to the Resolution of that Department, No. 10115-10121—8, dated the 21st December 1906.

ORDER—Ordered that a copy of the Resolution be forwarded to the Government of Bombay, Revenue Department / Madras, Revenue Department / Bengal, Financial Department / Burma, Revenue Department / Eastern Bengal and Assam, Financial Department, for information and communication to the Customs authorities and the commercial associations concerned.

Ordered also, that a copy be forwarded to the Director-General of Commercial Intelligence for information.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India* for general information.

W. L. HARVEY,
Secretary to the Government of India.

List of Cotton Piece-Goods.

1. Alhambras.
2. American Cloth (Too general—*See* Nos. 179,32 and 79)
3. Angolas (cotton)
4. Apron cloth (cotton).
5. Art Muslin (*See* No. 113)
6. Basket cloth (*See* No. 100)
7. Batistes (cotton).
8. Beaverteens (cotton)
9. Blankets (cotton).
10. Holland and blind cloth (cotton).
11. Book-binding cloth.
12. Brilliants.
13. Brocades (cotton).
14. Broche.
15. Buckram (cotton).
16. Calicoes.
17. Cambrics, plain, dyed, or printed.
18. Cambridge Shirtings (*See* No. 152)
19. Cantoons.
20. Canvas (cotton).
21. Canvas, French elastic (cotton).
22. Cashmeres (cotton).
23. Cellular cloth.
24. Checks, sports and stripes.
25. Chiffons (cotton)
26. Chinese dyed cloths.
27. Chintz (glazed or unglazed).
28. Chintzes, glazed (*See* No. 27).

29. Choonris.
30. Chadars.
31. Chadar-pattas.
32. Coatings (cotton).
33. Corded cloth (cotton)
34. Corduroy (cotton) (*See* No. 33).
35 Cotton flakes.
36. Cotton rugs (Trade usage is understood to treat these not as piece-goods but as manufactures of cotton other than piece-goods).
37. Counterpanes.
38. Crapes (cotton).
39. Crash (cotton).
40. Crepons (cotton).
41. Cretonnes.
42. Crimps (cotton).
43. Damask, cotton, table.
44. Dawanies.
45. Delaines (cotton).
46. Delametti.
47. Denims.
48. Dhotis.
49. Diagonals (cotton).
50. Diapers (cotton).
51. Dimitties.
52. Domestics.
53. Domettes (cotton).
54. Doosatie.
55. Dupettas.
56. Dorias.
57. Dress, plain or printed (cotton) Represented by other items (superfluous).
58. Drills, plain, striped or checked.
59. Duck.
60. Dungari.
61. Dusters (when joined by the warp).
62. Embroidered allovers.
63. Embroidered flounces.
64. Fancies (Superfluous, represented by other items).
65. Fents (cotton).
66. Findaras.
67. Flannel (cotton) (*See* No 68).
68. Flannellette (cotton flannel.)
69. Galateas.
70 Gambroons.
71. Gauze (cotton).
72. Ghagras (cotton).
73. Ginghams (cotton).
74. Glass cloths (when joined by the warp), (cotton).
75 Grenadines (cotton)
76. Gumchas.
77. Hair-cords.
78. Handkerchiefs (in woven pieces).
79. Harvards.
80. Hollands (cotton).
81. Italians (cotton).
82. Jaconets, plain or bordered.
83 Jeans, plain, dyed or printed.
84. Khaki Regattas (*See* Nos. 33 & 133).
85. Lace curtain cloth.
86. Lace stripes.
87. Lappets.
88. Lastings.
89. Lawns.
90. Lenos.
91. Linenette (cotton.)
92. Linings, plain striped or mercerised.
93. Longcloths.
94. Lungis.
95. Lustres (cotton .
96. Madapollams.
97. Madras cloth.
98. Marcella.
99. Matte shirtings.
100. Matting (cotton).
101. Mattress cloth.
102. Meltons (cotton).
103 Mercerised Cloth (Not a trade description.)
104. Merinos (cotton).
105. Merins.
106. Mexicans.
107. Moir Cambric Lining (*See* No. 92).
108. Moleskins (cotton).
109. Molleton cloth.
110. Morias.
111. Moreens (cotton).
112. Mulls, all kinds, plain or bordered.
113. Muslins (cotton), all kinds.
114. Nainsooks.
115. Net (cotton.)
116. Net, Curtain } (*See* No.
117. Net, mosquito } 115)
118. Nun's veiling (cotton.)
119. Oatmeal cloth.
120. Oxford shirtings (*See* No. 152).
121. Penelope canvas.
122. Pillow calico, tubular.
123. Piques.
124. Plushette.
125. Pocketing (Not a trade description and *See* No. 92).
126. Pompadour.
127 Pongees (cotton).
128. Poplinette (cotton).
129. Prayer mats (cotton).
130. Printed crepelle.
131. Prints.
132. Printers (plain and coloured).
133. Printers, dyed (*See* No. 132).
134. Putsoes.
135. Quiltings (cotton).
136. Quilts.
137. Radium cloth
138. Regattas.
139. Rep cloth (cotton).
140. Sail cloth (cotton).
141. Saries.
142. Sarongs.
143. Sateens, plain, dyed or printed.
144. Satinette.
145. Satin Stripes (cotton) to be amended "stripes."

146. Scarves (cotton).
147. Serges (cotton).
148. Shawls (cotton).
149. Sheeting.
150. Shirting, Bolton (*See* No. 152)
151. Shirting, plain or twilled (*See* No. 152)
152. Shirtings, bleached or unbleached and dyed, plain or bordered
153. Shirtings, printed cambric (*See* No. 152; also Nos. 17, 131).
154. Silecia.
155. Silket stripes (*See* No. 156).
156. Silkette, "Plain or Striped"
157. Spanish stripes (cotton).
158. Suraline.
159. Sussi cloth.
160. Suitings (cotton).
161. Swansdown calico.
162. Tambours.
163. Tameins (unfinished)
164. Tanjibs.
165. Tapestries (cotton).
166. Tarlatans.
167. T. cloths.
168. Ticking mattress or blind (cotton).
169. Ticking, blind (cotton) (*See* No. 168)
170. Towels (cotton), in woven pieces and towel cloth including Terry cloth.
171. Trouserings (cotton).
172. Tulle (cotton).
173. Turbans (cotton).
174. Turkey red cloth.
175. Turkey twills (*See* No. 179)
176. Tussor cloth (cotton) and Tussorette.
177. Tussores, mercerised (*See* Nos. 176 and 183)
178. Tweeds (cotton).
179. Twills (cotton), plain, dyed, or printed.
180. Umbrella cloth (cotton)
181. Undershirts (cotton) (Not pieces-good.)
182. Valencias.
183. Velvets (cotton).
184. Velveteen (cotton).
185. Venetian cloth (cotton)
186. Vestings or waistcoatings (cotton).
187. Voiles (cotton).
188. Wadding.
189. Whipcord cloth (*See* Nos. 32 and 33)
190. Zephyrs.

No. 992 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 8th December 1910.

The DIRECTOR GENERAL OF COMMERCIAL INTELLIGENCE,

GOVERNMENT OF INDIA,

Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 6026-2 of the 16th ultimo, proposing the revision of the list of cotton piece-goods prescribed in the Resolution of the Government of India in the Department of Commerce and Industry, No. 10714-10720-122, dated the 19th December 1907.

My Committee have carefully considered the matter, and have come to the conclusion that generally speaking there are no real objections to the proposed omissions shown in your list. They, however, cannot understand why, Nos. 17, 27, 58, 82, 83, 92, 112, 132, 143 and 179 should not be described simply as "Cambrics,"

"Chintz," "Drills," "Jaconets," etc., if for No. 152 the denomination "Shirtings" only is found sufficient? Further, if "Quilts" and "Blankets" are to be retained, there does not appear to be any strong reason for omitting "Cotton rugs;" on the other hand No. 174 (Turkey Red Cloth) appears to my Committee to be unnecessary.

Beyond the above passing remarks, my Committee generally approve of the modifications proposed in your list.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F-5.

THE NEW JAPANESE CUSTOMS TARIFF.

No. 4676 OF 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of the letter from the Government of India, Department of Commerce and Industry, No. 3666-3670-45, dated 17th May 1910, and of its accompaniments and to request that Government may be favoured with the least possible delay, with any representation the Chamber may have to make with regard to the new customs tariff proposed to be adopted by the Government of Japan, so far as it affects Indian exports.—I have, &c.,

R. D. BELL,
Under-Secretary to Government.

No. 3666—3670-45.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

(Commerce and Trade),

Dated 17th May 1910.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

SIR,—I am directed to forward a copy of a despatch with its enclosures from the Secretary of State for India, No. 32-Revenue, dated the 29th April 1910, regarding the new customs tariff proposed to be adopted by the Government of Japan, together with extracts from the proposed tariff relating to the more important articles of export from India to Japan which are affected by the alterations proposed, and to request that the Government of India may be favoured with any suggestions which His Excellency the Governor in Council may have to offer, after consultation with the Chambers of Commerce, Trades Associations and other representative bodies in Bombay, for inclusion in any representation which the Board of Trade may decide to address to the Japanese Government in respect of the proposed revised rates of duty.

2. I am further to ask that the matter may be treated as urgent, as it is necessary that any suggestions which the Government of India may decide to make should be transmitted to the India Office as early as possible.—I have, &c.,

A. C. McWATTERS,

Under-Secretary to the Government of India

Extracts from the proposed Japan new customs tariff.

Number in proposed tariff.	Proposed tariff classification.	Rates of duty.		English equivalents.	
		Present.	Proposed.	Of present rates.	Of proposed rates.
		Yens.	Yens.	£. s. d.	£. s. d.
		Per 100 kin.		Per Cwt.	
71	Hide and skins, animal, raw—				
	(1) Of bulls, oxen, cows and buffaloes	1·20	1·70	0 3 1	0 2 11½
	(2) Of deer	4·00	1·90	0 6 11	0 3 3½
	(3) Of red deer (cervus elephus)	2·10	1·25	0 3 7½	0 2 2
	(4) Waste	Free	Free	Free	Free
	(5) Other...	10 per cent. *ad valorem*	5 per cent *ad valorem*	10 per cent. *ad valorem*	5 per cent. *ad valorem*
72	Leather—				
	(1) Of bulls, oxen, cows, buffaloes, horses, sheep and goats—				
	(*a*) Lacquered, japanned or enamelled...	10 per cent. *ad valorem c.*	20 per cent. *ad valorem*	10 per cent. *ad valorem*	20 per cent. *ad valorem.*
	(*b*) Dyed or coloured (excluding roller leather) ...	10 per cent. *ad valorem c.*	20 per cent. *ad valorem*	10 per cent. *ad valorem*	20 per cent. *ad valorem*
	(*c*) Other—				
	(I) Of bulls, oxen, cows, buffaloes and horses—				
	(*a*) Sole leather...	5·690 *c*	15·20	0 9 10	1 6 3
	(*b*) Tanned hide, known as "Indian blood leather."	10 per cent. *ad valorem c.*	9·50	10 per cent. *ad valorem*	0 16 5
	(*c*) Other...	10 per cent. *ad valorem c.*	20 per cent. *ad valorem*	20 per cent. *ad valorem*	20 per cent. *ad valorem*
	(II) Of sheep and goats—				
	(*a*) Roller leather	10 per cent. *ad valorem c.*	69·00	10 per cent. *ad valorem*	5 19 4
	(*b*) Other		34·00		2 1 6

Number in proposed tariff.	Proposed tariff classification.	Rates of duty. Present.	Rates of duty. Proposed.	English equivalents. Of present rates.	English equivalents. Of proposed rates.
	Leather.—*contd.*	Yens. Per 100 kin.	Yens.	£. s. d. Per Cwt.	£ s. d.
	(2) Of chamois (including imitation chamois leather).	10 per cent *ad valorem c.*	74·40	10 per cent. *ad valorem*	6 8 8
	(3) Of swine	10 per cent. *ad valorem c.*	30·60	10 per cent. *ad valorem*	2 12 11
	(4) Of alligators—				
	(*a*) Each weighing not more than 150 grammes.	10 per cent. *ad valorem c.*	207·00	10 per cent. *ad valorem*	17 17 11
	(*b*) Other		113·00		9 15 5
	(5) Of lizards	10 per cent. *ad valorem c.*	394·00	10 per cent. *ad valorem*	34 1 3
	(6) Waste...	10 per cent. *ad valorem c.*	9·20	10 per cent. *ad valorem*	0 15 11
	(7) Other	10 per cent. *ad valorem c.*	20 per cent. *ad valorem*	10 per cent. *ad valorem*	20 per cent. *ad valorem*
	* * *	*	*	*	*
236	Indigo, natural—				
	(1) Dry	12·953 *c.*	21·20	1 2 5	1 16 8
	(2) Liquid or in paste	30 per cent. *ad valorem*	10 per cent. *ad valorem*	30 per cent. *ad valorem*	10 per cent. *ad valorem*
237	Artificial indigo—				
	(1) Dry	12·953 *c.*	22·00	1 2 5	1 18 0
	(2) Liquid or in paste	30 per cent. *ad valorem*	10 per cent. *ad valorem*	30 per cent. *ad valorem*	10 per cent. *ad valorem*
	* * *	*	*	*	*
		Per hundred	Per hundred	Per hundred	Per hundred
339	Gunny bags	1·390	2·55	0 2 10	0 5 2·47

No. 32-REVENUE.

INDIA OFFICE, LONDON.
Dated 29th April 1910.

To

HIS EXCELLENCY THE RIGHT HON'BLE

THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

MY LORD,—I forward herewith, for the consideration of Your Excellency's Government, a copy of correspondence with the Board of Trade regarding the proposed revision of the Japanese customs tariff.

From Board of Trade, dated 7th April 1910 (enclosures sent in original with Revenue Secretary's letter of 6th April.)
To Board of Trade, dated 29th April 1910.

2. The proposed alterations in the duties upon indigo, which constitute probably the most important feature of the draft tariff from the point of view of Indian trade, cannot take effect, as regards Indian indigo before July 1911 at the earliest: but I shall be glad to receive as soon as possible any observations that Your Excellency's Government may have to make, with reference either to the duties on indigo or to any other aspect of the draft tariff, in order that they may be communicated to the Board of Trade in time to allow of their being considered in connection with any representations that they may find it desirable to address to the Japanese Government.—I have, &c.,

MORLEY OF BLACKBURN.

No. C.—2709,

BOARD OF TRADE,
(COMMERCIAL DEPARTMENT,)
Gwydyr House,
WHITEHALL, LONDON, S. W.
Dated 7th April 1910.

To

The UNDER SECRETARY OF STATE, INDIA OFFICE.

SIR,—I am directed by the Board of Trade to state that they have received through the Foreign Office copy of a translation of the draft

Customs Tariff Law of Japan which has recently been issued by the Japanese Government, and I am to enclose, for the information of Lord Morley, copy of a statement which has been prepared in this Department comparing the rates of duty proposed by this draft with the rates at present in force.

I am to direct special attention to Nos. 236 and 237 in the Tariff which state the duties proposed to be levied on indigo, and to point out that, while under these proposals the duty at present levied would be considerably enhanced, it is apparently intended for the first time to discriminate to some extent between natural and artificial indigo

With reference to this matter, I am to state that the Board learn that a movement is on foot in Japan for increasing this discrimination, and that efforts are being made by the Japanese Natural Indigo Association to secure a reduction in the duty leviable on natural indigo to the equivalent of 5 per cent. *ad valorem* and the imposition of a duty on artificial indigo at a rate equivalent to 30 per cent. *ad valorem*.

Since the receipt of this information, however, the Tariff Bill has been under the consideration of the Japanese Legislature, and the proposed duties on indigo have been amended as follows :—

		Per 100 kin.
236 I.	Dried natural indigo	33·70 yen
236 II.	Liquid or paste	20 per cent. *ad valorem*
237 I.	Artificial indigo (dry)	40 yen per 100 kin
237 II.	Artificial liquid or paste	20 per cent. *ad valorem*

The Board are taking steps through their Advisory Committee on Commercial Intelligence to ascertain the views of Chambers of Commerce and other representative bodies in the United Kingdom as to the nature of the reductions in the proposed tariff, which are desirable in the interests of British trade, and they would be glad to learn in due course whether in the opinion of the Indian Government it would be desirable to include in such representations as it may ultimately be proposed to address to the Japanese Government, any observations on the subject of the duty leviable on indigo or on other products of British India at present exported to Japan.—I have, &c.,

GEO. J. STANLEY.

No. R. & S.—821.

INDIA OFFICE,

Dated 29th April 1910.

To

The ASSISTANT SECRETARY,

BOARD OF TRADE (COMMERCIAL DEPARTMENT),

Gwydyr House

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Stanley's letter No. C.—2709 of the 7th April regarding the proposed revision of the Japanese customs tariff, and in reply to state that he is consulting the Government of India on the subject, and will communicate with the Board of Trade again on receiving their views.

Meanwhile I am to enclose, for the information of the Board of Trade, copies of correspondence regarding negotiations that were carried on in 1903-05 with a view to inducing the Japanese Government to differentiate in the matter of import duties between natural and artificial indigo.

Despatches to the Government of India, with enclosures—
No. 10 Revenue, dated 22nd January 1904.
No. 121. Revenue, dated 19th August 1904.
No. 48-Revenue, dated 2nd March 1906.

It is not known whether the amended rates quoted in your letter under reply can be taken to represent the final proposal of the Japanese Government, but I am to remark that the differentiation in favour of natural indigo so far proposed does not appear to be sufficiently great to enable the two products to enter the Japanese market on equal terms.—I am, &c.,

COLIN G. CAMPBELL.

No. 538 of 1910.

CHAMBER OF COMMERCE,

BOMBAY, 25th June 1910.

To

The UNDER-SECRETARY TO THE GOVERNMENT OF BOMBAY,

REVENUE DEPARTMENT,

Bombay.

SIR,—I am directed to acknowledge your letter No. 4676 of the 24th ultimo regarding the new Customs Tariff proposed to be adopted by the Government of Japan. My Committee are of opinion that the enhancement of duties will not materially affect Indian exports,

seeing the same do not apply to the chief articles exported to Japan, such as Rice and Cotton. A question, however, has been raised as to the retention of the old duty on Natural Indigo, but this is an export which principally affects Bengal.—I have, &c..

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F-6.

CHINESE OPIUM TAX.

Telegram, dated Bombay, 28th July 1910.

From

CHAIRMAN, BOMBAY CHAMBER OF COMMERCE,

To

SECRETARY, POLITICAL DEPT., GOVERNMENT OF INDIA,
Simla.

"Understanding Opium Merchants have already submitted representations regarding unjustifiable imposition tax by Chinese authorities my Committee desire support protestations in respect of infringement Treaty rights which is causing heavy and unjustifiable loss to merchants and in view Government's arranging another auction sale early August urge necessity for Home Government's immediate intervention."

No. 4026-EXC.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
SIMLA, the 1st August 1910.

To

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram, dated the 28th July 1910, regarding the imposition of additional taxation on Indian opium in China. I am to say that the matter is under the consideration of His Majesty's Government and the Government of India.—I have, &c.,

J. E. C. JUKES,
Under-Secretary to the Govt. of India.

APPENDIX G.1.

RAILWAYS.

CONSTRUCTION OF BRANCH LINES BY PRIVATE ENTERPRISE.

No. 105-R, P. OF 1910.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 23rd June 1910.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The opportunity has been taken to consolidate the existing orders on the subject, and the terms offered have been made considerably more liberal in several respects.

2. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(i.) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The construction of the line will not be begun until the

Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(ii.) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(iii.) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(iv.) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters inquiring into the probable prospects of any projected line, on the understanding that no preferentia claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made by the Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

(v.) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(vi.) Railway materials for the construction of the branch line will be carried over State railways at the special rates charged for similar materials belonging to State railways.

(vii.) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of

interest on capital expenditure, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line.

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital a fixed minimum dividend of 3½ per cent. on the actual capital expenditure on the railway to the end of the year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company in excess of 5 per cent. shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each calendar year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line, as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent. per annum on the actual expenditure charged to the capital account of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent., the surplus shall be divided equally between the

Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(viii.) No concession will be granted with the form of assistance referred to in condition (vii) (*a*) above, until terms for the construction and working of the proposed branch line by the main line administration have been arranged to the satisfaction of the Government of India. If, in the case of a concession granted with the form of assistance referred to in condition (vii) (*b*), it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(ix.) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent. of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent way bridges of the branch line to enable the rolling stock for the time being of the working railway to be used on it without restriction. Where

the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(x.) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(xi.) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(xii.) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken ; in the event any difference of opinion as to the necessity for or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to

the branch line company, by way of net earnings or rebate interest at 5 per cent. (or any lower rate that it may in special cases agree to accept) on funds so applied.

(xiii.) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(xiv.) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows :

(*a*) if the branch line company works its own line, as part of the working expenses of the line :

(*b*) if the company's line is worked by the main line administration :

(1) when the net earnings do not suffice to pay interest at 5 cent. (or suffice to pay only 5 per cent.) on the capital expenditure, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency :

(2) when the net earnings exceed 5 per cent. on the capital expenditure, as a first charge on surplus profits before division ; provided that, if the surplus profit, are insufficient to meet the administration charges the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(xv.) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for

post office and quarters for post office staff at a charge not exceeding 7½ per cent. per annum on the capital cost of the said buildings and quarters.

(xvi.) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(xvii.) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(xviii.) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against Capital, according to circumstances, in accordance with the general usage on Indian Railways.

(xix.) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases :—

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net

earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent. of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(xx.) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the Railway was declared open for traffic, or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent. and a minimum of 100 per cent. of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

3. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A. attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 2 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B. hereto attached.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and administrations, to the Officers and to the Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, Eastern Bengal and Assam, the United Provinces of Oudh and the Punjab, Public Works Departments.
The Honourable the Resident at Hyderabad.
The Honourable the Resident at Mysore.
The Honourable the Chief Commissioners of the Central Provinces and Coorg.
The Honourable the agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant-General, Public Works Department.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Rangoon and Chittagong Chambers of Commerce.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

R. C. VOLKERS,
Secretary to the Railway Board.

Documents accompanying.—

Enclosure No. I,—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder Railways, with form A and Appendices A, B and C.

Enclosure No. II.—Memorandum B, for the guidance of persons or Syndicates desirous of having surveys made for branch or feeder lines of Railway by the Railway Board.

Enclosure No. 1 (*with Form A and Appendices A, B and C*) *to Government of India Resolution No.* 105-*R. P. of* 1910.

MEMORANDUM A.

For the guidance of persons or Syndicates desirous of submitting proposals for the construction of branch Railways in India forming feeders either to State lines worked by State or to Railways worked by Companies.

1. All applications for leave to construct a branch or feeder, Railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the Company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share.

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the Railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed Railway ;

(*d*) the gauge, the weight of rails, etc. ;

(*e*) the motive power to be employed ;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected Railway ;

(*g*) the proposals for working the Railway when constructed ; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement ;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed Railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorized.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of Railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government ; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

FORM A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through or into, or near which the railway is intended to be constructed.	*Reference to an Appendix (vide Appendix A) may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix (vide Appendix B) may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix (vide Appendix C) may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX A.

Alignment of proposed branch railway.

From _____ to _____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

APPENDIX B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares.		
1st class	...	...
2nd class	...	...
3rd class	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck.		...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...
Parcels and Luggage—		
If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.		
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	..	..
X class (Explosives, including dangerous goods.) ...	...	...

APPENDIX C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the _____ Railway Company on the following terms:—

(i) _____

_____

_____

_____

_____

_____

(ii) _____

_____

_____

_____

_____

_____

(iii), etc. _____

_____

_____

Or

It has been provisionally arranged with the _ Railway Company to work the projected branch railway, when completed on the following terms:—

(i)

(ii)

(iii), etc.

Enclosure No. II to Government of India, Resolution No. 105 *R. P. of* 1910.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out by the Railway Board.

1. All such applications shall specify—

   (*a*) the company, person, or syndicate by whom the application is preferred;

   (*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

   (*c*) the length, so far as known, of the proposed railway;

   (*d*) the gauge and the motive power to be employed;

   (*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

No. 629 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 28th July 1910.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—My Committee have carefully studied Government Resolution No. 105 of the 23rd June 1910, laying down the terms on which the Government of India are prepared to consider offers for the construction by private enterprise of branch lines forming feeders to Railways worked either by the State or by public Companies.

2. While approving the Resolution as a whole my Committee are of opinion that certain conditions might be modified with advantage. They would draw special attention to the following :—

3. Para. 2 (v) *Telegraphs.*—The charges for supply and maintenance by Government are in the light of experience felt to be unnecessarily high. It is suggested that the scale of charges proposed at a recent meeting of the Indian Railway Conference Association might be accepted, *viz* :—Re. 1 per mile of wire per mensem, plus Rs. 2-4-0 per mile per mensem for posts ; the charge being divisible between users in proportion to their respective number of wires.

4. It is also thought that Government might forego their charge of Rs. 40 per mile per half-year for Government supervision and control.

5. Para. 2 (vii) (*a*).—*Equal division of surplus profits with Government.*—It is felt that a hard stipulation is made in demanding a half share of profits in excess of 5 per cent. in return for a Government guarantee of $3\frac{1}{2}$ per cent. It can be taken for granted that private enterprise will not promote Feeder Lines unless there is a prospect of a return of at least 5 per cent. It is, therefore, probable that Government would never be called upon to pay anything on account of their guarantee, and that the half share of excess profits claimed would merely have the effect of a payment for making a prospectus more attractive.

It is the opinion of my Committee that Government should be content to share in profits over 6 per cent. where concessions are granted on the basis of a fixed guarantee of $3\frac{1}{2}$ per cent. and that where concessions are on a rebate basis the main line should contribute to assist the Feeder Line to pay interest up to 5 per cent. excess profits above 6 per cent. being divided.

6. Para. 2 (ix).—*Charge to Feeder Company of the Capital cost of road and bridge strengthening.*—It is essential that the Capital cost of Feeder Lines should be kept as low as possible, and they are, therefore, not constructed to a higher standard than is demanded by the traffic in prospect. It is accordingly felt that unless development of their own traffic necessitates it, demands should not be made on branch lines to spend large sums in strengthening the road and bridges when it is unnecessary from their point of view. The

condition places the branch line too much at the mercy of the main line and may tend to increase the cost of branch lines unnecessarily, and consequently make them less remunerative and attractive to the investing public.

My Committee are of opinion that the charge to the Feeder Company of the Capital cost of road and bridge strengthening should only be made when such Company is proved to be in a financially sound condition and so capable of bearing the extra cost without additional burden to the shareholders.

7. Para. 2 (xviii).—*Liability for cost of accident, etc.*—It appears to my Committee that in the event of the branch line being constructed and worked by the main line, it would not be fair to burden the former with the consequences arising from what may possibly be a defect in construction, or a want of supervision, for which the main line are at fault. It is felt that it will be difficult to differentiate what is, or is not an extraordinary case; and that, therefore, this para. should more clearly define the limitations of responsibility on the part of feeder lines.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.

RAILWAY BOARD.

No. 189 R. P.

SIMLA, dated the 24th of August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 629, dated the 28th July 1910, in which you express the views of the Bombay Chamber of Commerce on certain of the conditions relating to the new terms for the construction of branch line Feeder railways as stated in Government of India, Resolution No. 105, dated the 23rd June 1910, I am now to convey to you the views of the Railway Board on the points you raise.

Your Para. 3.—Para. 2 (v) *Telegraphs.*—The Railway Board do not think that the Government of India will agree to quote special "Telegraph" terms for branch line companies, and feel sure that any suggestion that they should do so would meet with a refusal. All railways are treated alike in the matter of telegraph charges and with a branch line company worked by the parent line at a fixed percentage of gross receipts, it is immaterial to the shareholders what sum the parent line has to pay out of its share of "working expenses" for the use of the telegraph.

Your Para. 4.—This again is a concession the Government of India are unlikely to agree to. Furthermore as in the last case the cost falls on the working line and not on the company when the branch line is worked at a fixed percentage of receipts by the parent line.

Para. 5—Para. 2 (vii) (*a*)—The proposals you make would require the Secretary of State's agreement before they could be adopted. As it has taken a long time to obtain a revision of the old terms of 1896 it is extremely improbable that the Secretary of State would be willing to alter terms he has only just agreed to, even if the Government of India were prepared to recommend him to do so, a possibility which the Railway Board think is very remote.

In the opinion of the Railway Board the new terms are distinctly more favourable than the old terms, and the fact that they are not liberal enough to attract private enterprise must be fully established before the Secretary of State could be approached again to amend them.

Para. 6. Para. 2 (ix)—The objection raised in this para. would apply solely to Branch lines worked by the parent line at a fixed percentage. One practical protection the Companies have against the working line arbitrarily demanding the improvement of a Branch line to a higher standard is that the working Company will have to find the rebate necessary to pay the 5 °/₀ interest on the additional capital. It is practically certain that a Branch line Company worked on the rebate system will never get less than 5 °/₀ on whatever capital is spent and before the main line can demand the strengthening of any branch line company's railway, they would have to substantiate to the Railway Board the financial and commercial necessity for so doing.

Para 7. Para. 2 (xviii).—This is a common clause in most of railway contracts, and its intention is that in very exceptionable

cases Revenue should be relieved of a burden which it might not conveniently be able to meet.

As the main line may make such charges to Capital, it is not reasonable when it is working a branch line at a fixed percentage that it should be liable to pay out of Revenue, special charges which on its own line it might be permitted to debit to Capital.

In conclusion, I am to say that, in the opinion of the Railway Board, there is no likelihood at the present time of any alteration in the terms contained in Resolution No. 105 of the 23rd June 1910 being proposed by the Government of India to the Secretary of State, and, if proposed, being accepted by him.

It has taken long correspondence and references to secure the improvement over the terms of 1896, and it is reasonable that the terms of 1910 should be given a fair trial before any proposals are made to amend them, as the new terms have only just been issued.—I have, etc.,

F. H. HADOW,
Offg. Secretary, Railway Board.

No. 802 OF 1910.

CHAMBER OF COMMERCE,
29th September 1910.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am directed to acknowledge receipt of your letter No. 169 of the 24th August 1910, expressing the views of the Railway Board, in reply to the Chamber's representation on certain conditions relating to the new terms for the construction of Branch line feeder railways, as stated in Government of India Resolution No. 105, dated the 23rd June 1910.

2. While conveying the thanks of my Committee for the explanations you have kindly placed before them, I am desired to express their regret that the matter was not submitted to the Chamber for consideration before it arrived at the stage when it became futile to suggest any alterations.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-2.

RAILWAYS.

MUTTRA-ALIGARH LINK.

No. 896—Ry. of 1910.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 11th July 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 827, dated the 25th September 1909, suggesting, *inter alia*, that Government should strongly support the linking up, at the earliest opportunity, of Muttra with Aligarh as an extension of the Broad-gauge Nagda-Muttra Railway, I am directed to forward, for the information of your Chamber, a copy of letter No. 1529 R. C., dated 18th June 1910, from the Railway Board, together with a copy of Government letter No. 1-Ry., dated the 5th January 1910, to which it is a reply, and to request that you will be so good as to favour Government with the Chamber's remarks thereon.

2. I am also to request that, should the Chamber see no objection, Government may be favoured with a copy of the Railway Board's letter to them, No. 1555 R. C., dated the 26th May 1909, and connected correspondence on the subject, referred to in paragraph of the Hon'ble Mr. Armstrong's letter No. 827, dated the 25th September 1909.—I have, etc.,

R. T. HARRISON,
Under Secretary to Government.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.
RAILWAY BOARD.
No. 1529 R. C.

SIMLA, 18th of June 1910.

The SECRETARY TO THE GOVERNMENT OF BOMBAY,
Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letter No 643-Railway, dated the 23rd May 1910, and, in reply, to say that the East Indian Railway, supported by the Government of the United Provinces, have put in a strong claim to construct and work the Aligarh-Muttra Railway, if at any time it is decided to build it.

2. The Railway Board are of the opinion that the construction of the line is of no material importance to trade as a whole, and that the object of constructing it is to divert existing traffic to other routes. If the line were built as part of the Nagda-Muttra Railway and worked by the Bombay, Baroda and Central India Railway, then Bombay might receive some advantage at the cost of Calcutta; on the other hand, if the East Indian Railway built and worked it then the advantage would lie with Calcutta.

3. The dislocation which would occur of existing rates and arrangements, which are now working amicably, if either of the alternatives noted above were carried out would, the Railway Board think, be of no public advantage.

4. In connection with this matter, I would refer you to Railway Board's letter dated 26th May 1909 to the Bombay Chamber of Commerce and would draw special attention to the fact admitted by the Chamber that with existing railway arrangements they already draw a large amount of traffic from the Northern District.—I have, etc.

R. C. F. VOLKERS,
Secretary, Railway Board.

No. 1-Ry., dated the 5th January 1910.

From—W. L. STRANGE, Esq.,
Acting Joint Secretary to the Government of Bombay,
Public Works Department;

To—The SECRETARY TO THE RAILWAY BOARD,
Calcutta.

With reference to the Hon'ble Mr. Cameron's letter No. 1102-Ry., dated 16th August 1909, I am directed to state, for the information of the Railway Board, that Government asked the principal commercial bodies in Bombay and Karachi, and the Agents, G. I. P. and B. B. and C. I. Railway Companies, whether there were any lines of railway in this Presidency, which they wished Government to recommend for inclusion in the Railway Board's programme of Railway construction. The only important recommendations regarding lines in this Presidency were made by the Chamber of Commerce, Karachi, whose communications are being forwarded to the Railway Board under a separate letter.

2. The Chamber of Commerce, Bombay, are anxious Government should strongly support the linking up, at the earliest opportunity, of Muttra with Aligarh as an extension of the broad-gauge Nagda-Muttra Railway. They urge, for reasons assigned, that this extension is most necessary for Bombay, as Aligarh is one of the largest trading towns in the United Provinces, and is, besides, one of the termini of the Oudh and Rohilkhand Railway. The Chamber also recommend the Bharatpur-Agra, Khandwa-Nanded and Khamgaon-Jalna lines as useful extensions and connections of existing lines.

The Agent, B. B. & C. I. Railway Company, suggests that the Railway Board should be asked to include the Muttra-Aligarh and Bharatpur-Agra connections in their next construction programme. He explains that these lines, although they are not actually within the Bombay Presidency, are of considerable interest to the commercial community of Bombay. Copies of the letters from the Chamber of Commerce, Bombay, and the Agent, B. B. and C. I. Railway Company, are attached.

[The Agent, G. I. P. Railway Company, has presumably refrained from alluding to this chord as the reference from Government was restricted to new lines *in this Presidency*].

3. The question of the Bharatpur-Agra broad-gauge connection and of the other lines mentioned by the Chamber of Commerce, Bombay, may in the opinion of Government, be deferred for future consideration. I am, therefore, to confine my remarks to the question of the Muttra-Aligarh line.

4. In the first place, I am to refer briefly to the previous recommendations of and views regarding this line. From the very beginning a branch from Muttra to Aligarh was considered an integral part of the Nagda-Muttra project (*vide e. g.* Government of India, Public Works Department, Railway's letter No. 976 R.C., dated 9th October 1894). In forwarding the project for the Muttra-Aligarh line, prepared by the B. B. and C. I. Railway, Government stated that they view the extension of the Godhra-Rutlam Railway northwards to Muttra *and Aligarh* as of very great importance to this Presidency and the port of Bombay, and would be glad to see the line undertaken (*vide* paragraph 5 of the late Colonel Selby's letter to the Government of India, Public Works Department, Railways, No. 38, dated 7th January 1896). I am also to invite attention to the communication from the Chamber of Commerce, Bombay, dated 15th July 1896, (forwarded with Colonel Selby's letter to the Government of India, No. 6/P, dated 28th July 1896), wherein the Chamber urged, for reasons assigned, desirability of early construction of the Nagda-Muttra line with branches to Delhi *and Aligarh* ; and also to the letters of this Government to the Government of India No. 1058, dated 9th April 1897, and No. 1424, dated 17th May 1897.

5. Subsequently, under Mr. Willcock's letter No. 2590, dated 1st September 1901, were forwarded, for the consideration of the Government of India, important representations from the Chamber of Commerce, Bombay, and the Agent, G. I. P. Railway Company, relative to the impediments to the trade of Bombay with the North-West, which resulted from the failure, or refusal, of the Railways in that region, not directly connected with the Port of Bombay, to furnish rolling stock for the carriage of goods to this side of India. This Government endorsed the recommendation of the Agent, G. I. P. Railway, that the extension of the G. I. P. Railway to Delhi, *via* the Agra-Delhi Chord, *with a branch to Aligarh*, and the grant to that Company of running powers to Lucknow, would place the G. I. P. Railway, as representing the Port of Bombay, in direct touch with

the East Indian, the North-Western and the Oudh and Rohilkhand Railways at the important trade centres of Delhi, Aligarh and Lucknow, to which it is entitled to go under its agreements with these foreign Railways, and stated that these measures would go a long way towards relieving the situation.

6. I am next to invite a reference to Mr. Anderson's letter No. 69, dated 8th January 1902, in paragraph 9 of which the attention of the Government of India was again desired to the importance to the G. I. P. Railway as well as to the Port of Bombay of the Agra-Delhi Chord, *with a branch from Muttra to Aligarh* and the desirability of their early construction. This Government strongly urged that the Chord *and branch* should be included in the then next triennial programme, for completion at an early date.

7. In reply to Mr. Willcocks' letter No. 2590, dated 1st September 1901 (paragraph 5 above), the Government of India replied (*vide* No. 578 R. T., dated 30th June 1902) practically to the effect that there was no legal remedy for the difficulty complained of, and that the grant of running powers to the G. I. P. Railway over the foreign Railways would not prove a satisfactory solution. With reference to that decision this Government further addressed the Government of India in Mr. Anderson's letter No. 2471, dated 28th August 1902, and forwarded therewith a copy of a letter from the Agent, G. I. P. Railway, No. 11863, dated 24th July 1902, wherein the Agent urged, the construction of the Agra-Delhi Chord *with a branch to Aligarh* as the only immediately* practical (if partial) remedy towards the prevention of the annual recurrence of the great difficulties complained of. This Government fully supporting the Agent again recommended that the Agra-Delhi Chord *and branch* should be constructed at an early date.

*The grant of running powers to the G. I. P. Railway over the Cawnpore-Lucknow section of the Oudh and Rohilkhand Railway had then been settled.

8. Subsequently, the Railway Board addressed this Government (*vide* your letter No. 108 R. C., dated 17th January 1905), regarding the alternative projects for a broad-gauge line from Muttra to Aligarh. In that letter, the Railway Board stated that "as matters stand at present, it appears likely that the Nagda-Muttra Railway will be worked by the same agency as may be entrusted with the working of he present B. B. & C. I. 5'-6" Railway after its purchase by the State,

but that the Muttra-Aligarh Railway may perhaps be worked by agency which works the Agra-Delhi Chord." The Railway Board asked for the views of this Government and of the Agents, G. I. P. and B. B. & C. I. Railways on the alternative routes. These were given in Mr. Brown's letter No. 1632, dated 28th June 1905. The Railway Board then intimated (*vide* your No. R. C.—315/1, dated 10th August 1905, that, having received and carefully considered the opinions of the Officers and Railway Administrations noted in the margin, † they (Railway Board) had decided that the route *via* Bindraban should be adopted.

† His Excellency the Governor of Bombay.
His Honour the Lieutenant-Governor of the United Provinces.
The Director of Railway Construction.
The B. B. & C. I. Railway Administration.
The G.I.P. Ry. Administration.

9. With Mr. Brown's letter No. 1780 (*A*), dated 18th June 1906 was forwarded to the Railway Board a communication from the Board of Directors of the B. B. & C. I. Railway Company, wherein that Board remarked that the Muttra-Aligarh extension was considered by them to be an indispensable portion of the new broad-gauge direct route from the Punjab and the United Provinces to Bombay, and that the extension should be constructed as soon as possible. In reply to that representation, the Railway Board stated (*vide* your No. R. C.—324 F.—2 (*B*), dated 22nd July 1906) that, although they fully appreciated the possible desirability of this extension, they were of the opinion that the consideration of the project should be deferred until the effects of the opening of the Nagda-Muttra Railway could be better estimated.

10. Up to this point, neither the Government of India nor the Railway Board would appear to have thought that the Muttra-Aligarh branch as an extension of the Agra-Delhi Chord or of the Nagda-Muttra Railway was a project in which the East Indian Railway were directly concerned, or the construction of which would mainly depend upon the good-will and assent of that Administration.

11. Subsequently, at the meeting of the Railway Board in Bombay on the 27th July 1906, the G. I. P. Railway brought up the question of the Muttra-Aligarh branch (of the Agra-Delhi Chord). The Board then requested that on receipt of the G. I. P. Railway's proposals, the B. B. & C. I. Railway and East Indian Railway "who are also interested in the project" should be addressed by the Consulting Engineer for Railways and their views obtained before the proposals

were forwarded to the Board. The Railway Board were accordingly addressed in Mr. Brown's letter No. 171 (*C*), dated 16th January 1907 with which was forwarded a copy of a letter from the Agent, East Indian Railway, to the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1593 (*C*), dated 15th December 1906. In that letter, the Agent, East Indian Railway, did not oppose the construction of the branch but made a claim (subsequently endorsed by his Board of Directors) that his Company should have the working of the extension :—

(*i*) in order to retain on their own system as long as possible traffic passing over it destined for Bombay ; and

(*ii*) in the interests and for the conveniences of the pilgrim traffic from that system resorting to Bindraban.

Further, he stated that he would be prepared to agree to the adoption over the branch for such through goods traffic of a rate not exceeding ·25 pies per maund per mile for special and first class goods. In reply to Mr. Brown's letter above quoted, the Railway Board referred (*vide* your No. R. C.—324/1-5, dated 12th March 1907), to their No. 324 F.—2, dated 22nd July 1906 (paragraph 9 above) and said that they considered that it was not possible to arrive at any definite conclusion in the matter until the Nagda-Muttra Railway had been completed and its effects on rade had been observed.

12. With Mr. Brown's letter No. 3950, dated 25th November 1907 Government forwarded to the Railway Board with their support the representation of the Agent, B. B & C. I. Railway Company, that an early place in the Railway Board's construction programme should be given to the Muttra-Aligarh Chord. In reply thereto, the Railway Board intimated (*vide* your No. 1720 R. C., dated 23rd December 1907), that, on a consideration of the views of the Government of the United Provinces on the subject of Railway extension in those Provinces, they (Railway Board) regretted they were unable to recommend the adoption of that representation. They also referred to their previously expressed opinion that the consideration of the project for the construction of this Chord should be deferred until the effects of the opening throughout of the Nagda-Muttra Railway could be observed.

13. The previous history of the project is briefly detailed above, because in the opinion of this Government it fails altogether to sup-

port the decision which, they are concerned to note from the letter of the Chamber of Commerce, dated 25th September 1909, the Railway Board seems to have adopted, *viz.*, "that the extension of either of the Bombay broad gauge Railways to Aligarh would be a distinct invasion of the area now served by the East Indian Railway." The construction of the Chord has been insistently and frequently urged by the mercantile community of Bombay, the two Bombay Railways as well as by this Government, in the interests of the through goods traffic from the United Provinces seeking an outlet at Bombay, and the East Indian Railway did not oppose it. Further, in the opinion of this Government the main point for consideration in deciding the issue should be whether the chord, when built by the State, is to be worked by the East Indian Railway Administration with its declared intention of quoting adverse rates over it for traffic to Bombay, (although these are slightly lower than they quote at present from and *viâ* Aligarh to *viâ* Hathras and Agra), or whether the interests of the through traffic to Bombay *viâ* Aligarh are not sufficiently preponderant to warrant the entrusting of the working of the line to one or other of the two Bombay Railways directly interested in that traffic. It seemed to Government that adequate arrangements can be made by the Railway Board in the terms for working the branch to safeguard the interest of the East Indian Railway, in the same way as their interests have been protected in the case of the Agra-Delhi Chord. If the contention that the extension of either of the Bombay broad-gauge Railways to Muttra would be a distinct invasion of the area now served by the East Indian Railway is seriously put forward, it is not clear why a similar contention was not raised by the Government of India against that Administration when it sought and secured sanction for the construction of the Shikohabad-Furrackabad Chord. It is doubtful whether the interests of the B. B. & C. I. Railway Administration were considered in that case: anyhow, neither this Government nor the B. B. & C. I. Administration were consulted in connection with it. In these circumstances, Government have no hesitation in strongly supporting the representation of the Chamber of Commerce.

The fact that a substantial quantity of traffic is consigned from and *viâ* Aligarh towards Bombay, even under the present adverse conditions, demonstrates the existence of a genuine demand on the part of the trading public in the North-West for direct connection with Bombay, and of a preference for Bombay over Calcutta as the sea-going outlet for

this traffic. It seems unreasonable that such a demand and preference should be denied full satisfaction merely for want of 41 miles of new line representing this Chord, which would afford a direct communication, untrammelled by hostile rates, over a line which has its headquarters and interests in Bombay and the rolling stocks of which could ply right up to the point of junction. The difficulties now experienced in getting wagons for goods destined from the North-West for Bombay are understood to be very serious. These difficulties, for which admittedly there is no legal remedy, and the continuance of hostile rates over the East Indian Railway for Bombay traffic (the effect of which is only diminished slightly by the opening of the Nagda-Muttra Railway, so far as traffic from, and *viâ* Aligarh, is concerned) render essential the early application of the last and remaining instalment of the only practicable, though partial, remedy for the situation which was urged by Government as early as 1901. Any application by the East Indian Railway for compensating concessions should, in the opinion of Government, be dealt with on its merits.

No. 641 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 27th July 1910.

The SECRETARY TO GOVERNMENT,
RAILWAY DEPARTMENT, P. W. D.,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 896 of the 11th July 1910, together with a copy of a letter from the Railway Board, No. 1529 R. C., dated 18th June 1910, and also a copy of Government letter No. 1, Railway, of the 5th January 1910.

2. These two communications have been carefully considered by my Committee, and I am to say they entirely support the views expressed by the Bombay Government in their able advocacy of the Muttra-Aligarh Connection in letter to the Railway Board, dated 5th January 1910.

3. On the other hand my Committee do not agree with the contention of the Railway Board that the construction of the above-mentioned link would be of no material importance to trade as a whole, on the plea that such a line would merely divert existing traffic from one route to another without in any way increasing its volume.

4. As far back as 1896 my Committee, when urging the construction of the Nagda-Muttra Line, advocated the extension of the same to Delhi and Aligarh; and the reason assigned at the time was the adverse rates ruling for goods traffic between Delhi and other centres of the United Provinces and Bombay, as compared with the rates charged over the East Indian Railway to Calcutta. These adverse rates brought into prominence the disadvantage. Bombay laboured under from want of direct through communication on lines of one gauge and under one administration.

5. With reference to the Railway Board's remarks contained in the last para. of their letter, dated 18th June 1910, to the Bombay Government, that the Bombay Chamber had admitted that, with the existing Railway arrangements, Bombay already drew a large amount of traffic from the Northern District, I am to say that this so-called admission, instead of weakening the claims of Bombay to direct communications with Aligarh, goes to prove the superior position that has already been established by the Bombay trade in the aforesaid Districts. All Bombay asks for is to be allowed legitimate facilities for the carrying on of all such trade whose natural outlet is on the western coast. These facilities are withheld at present by the establishment of artificial block rates by the East Indian Railway on all links that connect with the Northern termini of the Nagda Muttra and the G. I. P. Railways.

5. The Railway Board beg the question, and evade the main point at issue when they say, "that the extension of either of the Bombay broad-gauge railways to Aligarh would be a distinct invasion of the area served by the East Indian Railway," for there cannot be an invasion if an important trade with Bombay already exists in the area referred to, and by parity of reasoning Calcutta cannot logically press for retaliatory measures against Bombay when the latter only asks that it should not be hampered and interfered with in its established business.

6. In summing up the situation, my Committee conclude that Bombay's aspiration to have a through line to Aligarh was both fair and legitimate, and that its construction should be proceeded with at the earliest opportunity on behalf of that large portion of trade that finds its natural out-let towards the west. But if for financial or other reasons the construction of the Aligarh-Muttra link is delayed

then the Railway Board it is felt should arrange for the removal of all blocking rates on the East Indian Railway Sections which connect with the two broad-gauge lines to Bombay. My Committee consider that no artificial obstructions should be permitted, and that all trade in the Northern Districts should be allowed free movement towards its natural eastern and western out-lets.

7. In conclusion I beg to attach herewith copies of the undermentioned correspondence connected with the above subject.—I have, etc.,

R. G. MONTEATH,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

Railway Board's letter No. 1555 R. C., 26th May 1909.
" " " No. 1121 R. C., 19th April 1909.
Chamber's letter No. 827, 25th September 1909.
" " No. 426, 12th May 1909.
" " No. 300, 31st March 1909.

APPENDIX G-3.

DELAYS IN TAKING DELIVERY OF GOODS ARRIVING BY RAIL.

NEW WHARFAGE RULES ISSUED BY G. I. P. RAILWAY.

No. 162 of 1910.

GREAT INDIAN PENINSULA RAILWAY,
BOMBAY, 14th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honor to hand you copy of a letter which I have addressed to the Grain Merchants' Association, and shall be glad if you will ask your Committee to render us all the assistance they can in the matter.—I have, etc.,

A. MUIRHEAD,
General Traffic Manager.

No. 162 of 1910.

GREAT INDIAN PENINSULA RAILWAY,
BOMBAY, 13th April 1910.

The SECRETARY, THE GRAIN MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIR,—I have the honor to invite the attention of your Association to the state of the inward goods shed and unloading space outside the sheds at Wadi Bunder, and to point out that owing to slow deliveries by consignees of grain and seeds a serious position has arisen at Wadi Bunder, which if not removed will hamper the trade and reduce the capacity of this Railway.

2. A large staff of hamals is kept idle during the greater part of the day at Wadi Bunder, whilst a number of wagons are standing waiting to be unloaded. These wagons cannot be unloaded for want of space. As wagons cannot be unloaded, they block the sidings and thus prevent other loaded wagons being brought into the Depot. At midnight on the 12th instant 554 wagons were detained between Byculla and Kassara alone. Traffic to Bombay has been restricted for some days, and this has resulted in a large number of wagons being held back. It has now been found necessary to restrict booking grain and seed to Bombay from certain districts on this Railway This is only the commencement of the busy season in grain and seeds and it seems obvious that if something is not done immediately to meet the position the result both to the trade and the Railway will be most serious.

3. We have at Wadi Bunder sufficient unloading lines to unload 10 trains or 450 wagons at one and the same time. With sufficient hamals, which we find no difficulty in procuring, we can unload a train in one hour. From this it is clear that there would be no difficulty in unloading at least one thousand wagons in the 24 hours. We are at present unloading considerably less than 300 wagons a day due to want of unloading space.

4. I quote below the deliveries in tons of all traffic except Manganese Ore at Wadi Bunder from 1st to 11th April :—

		Tons delivered W. B.
1st	April 1910	4,663
2nd	,, ...	4,536
3rd	,, ...	2,268
4th	,, ...	4,428

		Tons delivered W. B.
5th	April 1910	4,789
6th	,,	4,626
7th	,,	4,866
8th	,,	4,617
9th	,,	4,723
10th	,,	1,628
11th	,,	4,437

It will be observed that the largest tonnage was 4,866 on 7th April and the least 1,628 on the 10th April, Sunday. During the whole of this period the inward sheds and unloading spaces were *constantly* congested with traffic, for the unloading could only keep pace with the deliveries. As fast as consignees took delivery and kept a space open, it was promptly filled up by our hamals but at the end of each day a large number of wagons remained waiting to be unloaded and these in turn kept wagons waiting at Byculla and other stations where they were held up. The number of tons unloaded each day from 1st to 11th April is as follows :—

		Tons unloaded W. B.
1st	April 1910	5,144
2nd	,,	3,033
3rd	,,	1,519
4th	,,	4,384
5th	,,	4,356
6th	,,	4,554
7th	,,	5,383
8th	,,	4,621
9th	,,	4,819
10th	,,	3,744
11th	,,	2,837

5. I would draw the attention of the Association to the fact that this position is entirely due to consignees of grain and seed failing to take delivery of the goods on the day or the day after they are unloaded, and taking full advantage of our very liberal wharfage rules. Goods unloaded before 15 o'clock on Monday remain in our premises, free of wharfage, up to closing time on Tuesday ; this is liberal enough, but goods unloaded after 15 o'clock on Monday remain free of wharfage up to closing time on Wednesday. I submit that having regard to the space at Wadi Bunder, such goods should be cleared by closing time on Tuesday and not Wednesday. Again goods unloaded after 15 o'clock on Saturday remain in our premises free of wharfage up to closing time on Tuesday or three clear

days, and during the whole of this period hundreds of wagons are being held up outside Wadi Bunder for want of the unloading space.

6. The total capacity of the unloading sheds and unloading spaces at Wadi Bunder is about 150,000 packages, or taking ten packages to the ton 15,000 tons. If the trade could take delivery of this tonnage there is no reason why we should not carry this quantity daily into Bombay, but from the figures quoted you will see that the deliveries do not reach 5,000 tons, or one-third of the capacity, and yet very little wharfage is collected. This arises in this manner. On Monday morning, say, Wadi Bunder has 150,000 packages on hand which have been unloaded after 15 o'clock on Friday, on Saturday and on Sunday. On Monday he delivers those unloaded after 15 o'clock on Friday and before 15 o'clock on Saturday, free of wharfage. He delivers say 5,000 tons or 50,000 packages and unloads the same quantity, leaving him on Monday night still with 150,000 packages. It will be seen that in such case, if the deliveries had been 10,000 tons instead of 5,000, the same number of tons could have been unloaded and double the number of wagons released.

7. I have been considering the question of altering the wharfage rules, so that any goods unloaded after 15 o'clock on Monday will be taken delivery of before closing time on Tuesday instead of before closing time on Wednesday; and as such a rule would have the undoubted effect of giving us more unloading space, it would be in the interests of the trade, because it would enable the Railway to carry more goods and prevent the blocks which are now occurring for want of unloading space. I, however, defer adopting this measure until I have consulted you further, as you will no doubt see that in assisting us to clear the goods promptly, merchants assist themselves by having their goods carried without delay or hindrance. This being so, I submit that those merchants who to serve their own ends occupy space which is required for the whole trade by taking full advantage of the wharfage rules do an injury not only to the Railway but to the trade generally.

8. I have the honour, therefore, to request that you will place these facts before your Association and ask their co-operation in dealing with this very difficult question, so that the present very heavy traffic may be expeditiously and satisfactorily dealt with.—I have, etc.,

A. MUIRHEAD,
General Traffic Manager.

No. 162 OF 1911.

GREAT INDIAN PENINSULA RAILWAY.
BOMBAY, 18th April 1910.

The SECRETARY, GRAIN MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIR,

Your No. 305-319 of 14-4-10.

My GG. 162 of 13-4-1910.

In continuation to my above, I have to bring to the notice of the Grain Merchants' Association the fact that there is no improvement in the rate of delivery at Wadi Bunder. I quote below the number of tons unloaded and delivered from the 15th to the 17th instant both inclusive:—

	Tons. Unloaded.	Tons. Delivered.
15-4-1910 ...	5,388	4,340
16-4-1910 ...	5,059	4,232
17-4-1910 ...	3,528	2,199
	13,975	10,771

You will observe that during that short period 3,204 tons were unloaded in excess of the tons delivered.

Every inch of space at Wadi Bunder is taken up with bags and other goods waiting delivery, and the following wagons are being detained waiting for unloading space at Wadi Bunder:—

	Wagons waiting.
Wadi Bunder	1,044
Byculla	112
Coorla	245
Bombay District	344
Manmad District	147
Bhusawal District	466
Jabbulpur District	133
Bina District	43
Jhansi District	300
Total ...	2,834

I shall be glad if you will kindly inform me what your Association propose to do in the matter.—Yours truly,

A. MUIRHEAD,
General Traffic Manager.

Memo. No. GG. 162 of 18th April 1910.

Copy forwarded to the Secretary, Bombay Chamber of Commerce, Bombay, in continuation of this office letter No. GG. 162 of 14th April 1910.

A. MUIRHEAD,
General Traffic Manager.

No. 337 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd April 1910.

The GENERAL TRAFFIC MANAGER,
G. I. P. Railway,
Bombay.

SIR,—I am directed to acknowledge, with thanks, your letter No. 162 of the 14th instant, together with a copy of a letter addressed by you to the Grain Merchants' Association.

In reply, I have to inform you that my Committee have written to the Grain Merchants' Association on the subject and have also circulated for the information of the members of the Chamber a copy of your letter to them.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 333 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd April 1910.

The SECRETARY, GRAIN MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIR,—My Committee have been favoured with a copy of the letter which the General Traffic Manager of the G. I. P. Railway has addressed to you, regarding the delays in taking delivery of consignments of grain and seeds arriving in Bombay.

As the delays thus caused affect the whole trade of this port it is, to the interest of the Mercantile Community generally to use their best endeavours to remove all causes of complaint, and so enable the main Railways to cope with the requirements of trade to their fullest capacity.

My Committee, therefore, trust your Association will see its way to use its influence and by co-operating with the General Traffic Manager facilitate the early removal of incoming goods.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 90-482-1966.

THE GRAIN MERCHANTS' ASSOCIATION,
BOMBAY, 27th July 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to send you a copy of correspondence between this Association and the General Traffic Manager of the G. I. P. Railway, with reference to your letter No. 333 of the 22nd April last, resulting in the issue of the new Wharfage Rules at the Bombay Goods Depôts of the G. I. P. Railway.

My Committee shall be glad to receive your co-operation in having the new Wharfage Rules either rescinded or modified and for having the general goods accommodation and facilities at Wadi Bander.

If you can give a personal interview, one of the members with the undersigned will be very gladly deputed to give you full and complete explanation on the subject.—Yours faithfully,

LALSHANKER HARPRASAD,
Secretary.

No. 37/387/1966.

THE GRAIN MERCHANTS' ASSOCIATION,

BOMBAY, dated 3rd March 1910.

The GENERAL TRAFFIC MANAGER,

G. I. P. RAILWAY,

Bombay.

DEAR SIR,—It was complained that the unloading side at Wadi Bunder was very badly situated and very inconvenient for effecting deliveries of the Grain and Seeds consignments, and that consequently not only the bullocks of the carts had cuts in their legs but that the carts damaged many consignments by their wheels going over or scratching and tearing the side bags. In order to verify this complaint, it was resolved that some of the leading members should take a round in the yard personally and see the state of things, whereupon Messrs. Arjun Khimji, Dharsey Khetsey of Messrs. Tilakchand Mamraj, Bharmal Bhima of Messrs. Bhamal Shripal, Hariram of Messrs. Rattonsey Poonja, Keshavji Kooverji of Messrs. Valabhdas Kalianji, Tejpal Narsey of Messrs. Ranchordas Hirji, Tokersey of Messrs. Lalji Poonsey, Torasha of Messrs. Champsey Bhara with the undersigned, on Tuesday the 22nd *ultimo*, having made a previous appointment with Mr. Hubbard, the Goods Superintendent, visited the Yard. Mr. Hubbard was interviewed by the undersigned on the subject at 1 p.m. (S. T.), who was informed that our President was sorry, owing to some other important business of his own not to be one of the party visiting, and that those, who have come want to take a round, and after doing so, would be glad to show him over the inconveniences, and it would take but half an hour or so for them to return. Mr. Hubbard said that it will be his dinner time then and would not be able to accompany them, and he admitted that the road was very narrow and the Engineer is being communicated with a view to widen the same. He further stated that it is owing to delay in clearing that the goods are being so thickly unloaded.

Now I beg to give you that the party found—

Firstly there is only one way for the entry and exit of the carts.

Secondly, the ground is covered with loose metals and big stones and interlaced with rails.

Thirdly, the passage is so narrow that the carts even in a single line cannot move without scratching the bags on either side or in taking the rounds without the wheels going over the side bags and tearing them and damaging the goods, the consignees suffering on account of the over-zealous station masters enforcing risk notes even where they are not necessary.

Fourthly, that linseed, cottonseed, ground-nuts decorticated and shelled, etc., leaking from the bags and lying on the ground mixed with earth and kunker—a loss both to the owners and the Railway Company.

Fifthly, that as regards sheds, the way of the carts to the gates thereof are covered with heaps of bags unloaded, so that they cannot be alongside the ahari, and the goods so unloaded have to be trodden over to cart the goods delivered from the sheds, and in so doing the bagging of the goods so trodden over wears out by the back side of the cart, etc.

As a remedy to those, I am desired to suggest that the ground rented to Messrs. Ralli Brothers may be resumed by the Railway Company, for utilizing same for the general purposes, the sheds if not pucka, cutcha should be erected and ground should, if platform cannot at this stage be constructed, be paved up, so as the goods may not mix with dirt nor they intermix. The space for carting must be so arranged as would allow two rows of carts to pass in order that there might be no delay in delivery, leaving ample space for the loaded carts to turn round or empty carts going to other sections for delivery.

In order to give you a clear idea of the congestion, my Committee desire me to inform you that they are prepared to take out photographs of the place at their own expense if you would but allow so to do, and my Committee hope you will not hesitate to acquiesce in this proposal.—I have, etc.,

LALSHANKER HARPRASAD,
Secretary.

GREAT INDIAN PENINSULA RAILWAY.

PARTIAL DELIVERY OF CONSIGNMENTS.

Para 65, page 20 of the G. I. P. Railway Goods Tariff, Part I, dated 1st August 1909.

Notice is hereby given that on and after the 1st July 1910, and until further notice, part consignments available for delivery if not removed, within the time prescribed, from the Goods Depôts at Wadi Bunder, Victoria Terminus, Byculla and Colaba, will be subject to the wharfage rules in force.

A. MUIRHEAD,
General Traffic Manager.

Bombay, 8th June 1910.

GREAT INDIAN PENINSULA RAILWAY.

Alteration in Wharfage Rules at Wadi Bunder, Victoria Terminus, Byculla and Colaba Goods Depôts.

Notice is hereby given that on and after 1st July 1910 and until further notice the wharfage rules for goods available for delivery at the Wadi Bunder, Victoria Terminus, Byculla and Colaba Goods Depôts will be modified as follows, namely :—

For goods of every description available for delivery before 18 o'clock, a wharfage charge at the rate of 1 anna per maund or part of a maund per day or part of a day is made if the goods are not removed from the Railway premises before closing time on the following day.

But when goods are not available for delivery until after 18 o'clock, they must be removed before closing time on the day after the following day, or wharfage charge as above will be incurred.

For example :—Goods ready for delivery before 18 o'clock on Monday must be cleared before closing time on Tuesday; but if they are not available until after 18 o'clock on Monday, they can be cleared free of wharfage at any time before closing time on Wednesday.

A. MUIRHEAD.
General Traffic Manager.

Bombay, 8th June 1910.

No. 675 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 13th August 1910.

The SECRETARY, THE GRAIN MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 90/482 of the 27th July 1910, together with copies of correspondence with the General Traffic Manager, G. I. P. Railway, on the subject of the new Wharfage Rules.

The whole question has received the careful consideration of my Committee, and while they realise the difficulties in the work at Wadi Bunder, they feel that the Railway Company is now making a real effort to remedy the congestion complained of, and that it is to the interest of the trade to co-operate with them in this direction.

There can be no denying that this congestion is mainly due to the slow deliveries by consignees of grain and seed. Deliveries are often deliberately delayed, while every advantage is taken of the very liberal wharfage rules. It must be borne in mind that the delay in unloading and taking delivery not only congests traffic in Bombay, but re-acts on the whole tract of country served by the G. I. P. Railway system. Wagons detained here detrimentally affect business in all up-country trade centres along the line, from which further consignments cannot be despatched for want of adequate carriages. It is obvious, therefore, that this is a matter in which merchants must in their own interests co-operate with the Railway Authorities. Though at first the new Rules may be irksome, in the end trade will undoubtedly benefit as the quicker deliveries that will now have to be taken will largely do away with the confusion and overcrowding which are complained of.

My Committee, however, while taking a broad view of this aspect of the question quite realise that the Railway working at Wadi Bunder might be improved, and they are now addressing the General Traffic Manager to this effect.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

No. 677 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 16th August 1910.

The GENERAL TRAFFIC MANAGER,
G. I. P. RAILWAY,
Bombay.

DEAR SIR,—My Committee's attention has been called to the new Wharfage Rules, and they are pleased to note the efforts that are being made to relieve the congestion that has hitherto prevailed at the various Goods Depôts.

They, however, feel much more might be done to improve the handling and quick despatch of the traffic by greater care in the marking of goods at up-country stations, and more systematic stacking of the same prior to delivery. The defective marking, and often non-marking, is believed to be the cause of most of the confusion and delay that ensue in Bombay. My Committee therefore desire to call your special attention to this matter, and they will be pleased to know if any measures can be taken to remedy the present unsatisfactory procedure.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-4.

DAMAGE BY FIRE TO GOODS IN TRANSIT.

No. $\frac{\text{"Commercial"}}{\text{C. B. L. 2036}}$ of 1910.

GREAT INDIAN PENINSULA RAILWAY,
BOMBAY, 17th June 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In para. 8, Clause ii, of the G. I. P. Goods Tariff, Part I, we notify that this Railway will not be responsible

for any damage arising to goods from fire. We have, however, in the past treated the question with consideration, and dealt with claims irrespective of any legal responsibility. The amount involved in paying these claims, however, has been constantly increasing and the demands more exacting. We have, therefore, been obliged to reconsider the position.

2. For the half-year ending 30th June 1908, we paid for cotton fires Rs. 36,326-8-5 and for the half-year ending 31st December the same year Rs. 39,081-15-7 and for the half-year ending 30th June 1909 we paid Rs. 20,659-6-4. In these circumstances, I feel that it is not possible to continue to accept these claims having regard to the fact that we are not legally bound to pay for all such fires, and that the wagons in which the fires have occurred are frequently those of the latest construction and spark-proof. The Engines also are fitted with spark arrestors, so that as far as the Railway is concerned, everything possible is done to protect the goods from fire. That being the case, the only inference is that the fires must arise from causes beyond the control of the Railway Company.

3. Our information is that in some cases the practice is while pressing the cotton to saturate it with water to facilitate the pressing or perhaps to increase the weight. When the bales are tendered for despatch, there is a certain amount of dampness within the cotton, and we are led to believe that fires arise from combustion due to this damp. We have had experiments made and feel confident that no spark can enter any of our new improved wagons certified to be spark-proof.

4. In these circumstances, I have decided in future to decline to meet claims for fire to cotton irrespective of the conditions of carriage. The risk of fire, I trust you will agree with me, is one which should be covered in the usual way by insurance. I hope you will kindly assist me in notifying this to your members, so that they will understand the position prior to their operations in cotton.—Yours truly,

A. MUIRHEAD,

General Traffic Manager.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 1st July 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am desired by the Board of Directors of this Association to send you herewith, for information, a copy of a letter which has been addressed to the General Traffic Manager, G. I. P. Railway, on the subject of damage by fire to goods in transit.—Yours faithfully,

J. B. LESLIE-ROGERS.

Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 1st July 1910.

The GENERAL TRAFFIC MANAGER,

G. I. P. RAILWAY,

Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter "Commercial" No. C. B. L. 2036, dated the 17th ultimo, giving me particulars as to the compensation paid by your Company during the years 1908 and 1909, in respect of damage by fire, and intimating that, under the circumstances detailed in your letter, your Company have decided in future to decline to meet claims for fire to cotton irrespective of the conditions of carriage, that you trust I will agree with you that the risk of fire is one which should be covered in the usual way by insurance, and that you hope I will assist your Company in notifying this to the Members of the Association, so that they will understand the position prior to their operations in cotton.

From your letter, I gather that it is the Company's decision to decline to meet claims for damage caused by fire, although the cotton may be despatched under what is known in the trade as "Railway Risk," namely, without any Risk Note having been obtained in respect of the same.

In the first para. of your letter you state that in clause 8 (ii) of the G. I. P. Goods Tariff, Part I, you notify that the Railway will

not be responsible for any damage arising to goods from fire, and on referring to the Goods Tariff in question, I find that the Clause in question is a follows :—

"8. *Responsibility of the Railway for goods.*—The Great Indian Peninsula Railway hereby gives public notice—

" (2) That it is not liable for any loss or damage arising to goods from the act of God, fire, or civil commotion ;

In reference to the above notification, I would point out that the same cannot bind any members of the public who have notice of the notification in question to any extent in which the notification may be in excess of the law contained in the Indian Railways Act, 1890, which regulates the carriage of goods by Railway.

Section 72 of the Indian Railways Act, 1890, provides that the responsibility of a Railway Administration shall be that of a bailee under Sections 151, 152 and 161 of the Indian Contract Act, 1872, and Section 151 of the Indian Contract Act provides that a bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would, under similar circumstances, take of his own goods of the same bulk, quality and value as the goods bailed : Section 152 of the same Act provides that the bailee in the absence of any special contract is not responsible for the loss, destruction or deterioration of the thing bailed if he has taken the amount of care of it described in Section 151 of the Act : the degree of responsibility of a Railway under Sections 151 and 161 of the Indian Contract Act, 1872, was before a full Bench of the High Court of Calcutta, when it was decided that those Sections merely imposed a liability for negligence : and it follows that the Railway Company would be liable for any damage caused to goods by fire, while in its custody if such damage had occurred through the negligence of the Company ; Section 76 of the Indian Railways Act, 1890, provides that it shall not be necessary for the plaintiff in any suit to prove how the loss, destruction or deterioration of any goods delivered to a Railway Administration was caused ; when, therefore, any damage is caused to a consignment it lies on the Railway Company to prove that they have taken the care required of them by the Act.

Having regard to the above facts the Association cannot accept your interpretation of the responsibilities of the Company as stated in the Company's Goods Tariff, which is to the effect that your Company are not liable for any damage caused by fire irrespective of how such damage may be caused, the Company evidently seeking to protect themselves in the same manner as a ship-owner would be entitled to do under the provisions contained in a Bill of Lading, but which provisions, when in excess of the law as contained in the Indian Railways Act, 1890, the Railway Company have no power to adopt in regard to their transactions with the public in this country.

In addition I am to say that in the opinion of my Directors the sums paid by the G. I. P. Railway for damage done by fire during 18 months, 1st January 1908 to 30th June 1909, *viz.*, Rs. 96,000, are surprisingly small in view of the enormous cotton traffic and the correspondingly high income in freight for your Railway.

As regards your contention that fires on rail may arise from combustion due to the cotton having been damped before pressing, I am to say that, according to the experience of the trade, such a theory does not hold good and that spontaneous combustion was not proved in any of the fires which occurred some years ago in Colaba.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

No. 569 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 7th July 1910.

The GENERAL TRAFFIC MANAGER,
G. I. P. RAILWAY,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 2036 of the 17th June 1910 notifying that the G. I. P. Railway will henceforth not hold itself responsible for any damage arising to Cotton from fire.

As my Committee understand that the Bombay Cotton Trade Association have addressed you on the above subject, they defer taking any action at present on behalf of the Chamber. They have, however, as desired, circulated copies of your communication among the Members for their information.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-5.

RISK NOTE FORM A.

No. 715 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st September 1910.

The GENERAL TRAFFIC MANAGER,
G. I. P. RAILWAY,
Bombay.

DEAR SIR,—Complaints have reached the Chamber regarding the procedure followed by the G. I. P. Railway in the matter of Risk Note Form A. These Notes appear to be demanded by some up-country station masters without discrimination as to the condition of goods tendered. Cases have occurred where a Consignee has been obliged to sign a Risk Note, though his consignment of grain has proved to be in perfect condition on arrival at Bombay. In spite of this fact, the existence of the Risk Note in such cases carries the implication that these consignments were damaged in some way, and it consequently follows that their disposal in the market cannot be arranged for except at a loss. This is a hardship that merchants should not be called upon to bear, and it is felt that measures should be adopted to avoid the continuance of any arbitrary action of this nature.

Further your contention in addressing the Grain Merchants' Association that in the case of grain and seed, a single cover is not sufficient to protect contents against the effects of rain and damp during the

monsoon, is one that cannot be accepted by the trade, as grain and seed are universally packed in single bags, and provided these are in good condition, no more can reasonably be expected.

While my Committee quite recognise the necessity of your Company protecting itself against possible fraud, they consider the Railway cannot take protection for this under Risk Note Form A which is authorised for use "when articles are tendered for carriage which are "either already in bad condition or are so defectively packed as to be "liable to damage, leakage or wastage in transit."—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. G. G. 9856 of 1911.

GREAT INDIAN PENINSULA RAILWAY,
BOMBAY, 27th September 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 715 of the 1st instant in regard to the execution of Risk Note Form A, for grain consignments during the rainy season and beg to say that prior to the adoption of this measure, the Company were frequently called upon to pay heavy claims for damages which did not arise from any want or care on their part. These claims frequently exceeded the amount earned by freight, and were frequently the result of bags being brought to our premises with wet and damaged grain in dry bags. In such cases the grain is damaged before coming to the Railway premises the wet bags removed and dry bags used instead with the result that after a short time the damp percolates the bags and we are called upon to pay claims.

I regret I cannot agree with you that a single cover is always sufficient for the protection of grain and seed against the effects of rain and damp during the monsoon. Our experience is that, though such bags are loaded in covered wagons and covered with sheets, the rain drift during heavy rain gets through the crevices of wagons and damages the bags. This could not be the case if they were despatched to Bombay with double bagging. In such cases, as the Company have done all

they possibly can to protect the goods, they consider they should not be held responsible for such damages, especially as we find there is a tendency on the part of some merchants to make claims even for damages of a trifling nature. Our policy however is not to get behind the risk note in all cases. If we find that any damage to a consignment has been the result of carelessness on the part of our staff we pay the claim, although protected by Risk Note Form A.

There is another feature which I would like to bring to the notice of the Chamber in regard to this matter, and that is that bags are frequently used for several journeys, and when tendered for despatch they have a damp and stained appearance with the result that when they reach destination, a claim is promptly made by consignee if no risk note is held. In such cases we consider that a risk note should be executed.

Then in the case of the more delicate seeds, damage arises from the dampness of the atmosphere alone and in the circumstances we have considered it necessary to demand risk notes for the conveyance of grain and seeds during the monsoon, but as previously stated we are quite prepared to meet any claims that arise from neglect on the part of the Company's servants, and I think I am right in saying that not a single merchant can say that we have declined to meet such claims. —I have, etc.,

H. C. RADFORD,
Ag. General Traffic Manager.

No. 824 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 8th October 1910.

The GENERAL TRAFFIC MANAGER,
G. I. P. RAILWAY,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter No. G. G. 9856, dated 27th September, regarding Risk Note (Form A.) for grain consignments during the rainy season.

I am directed to again point out that Bombay buyers refuse to take delivery of consignments in consequence of Risk Note A, having being obtained, as it implied goods had been received for despatch by the Railway Company in damaged condition, or with insufficient packing.

This was the principal argument against the system, adduced by my Committee in their letter to you, dated 1st ultimo; and I am now to state that in your efforts to prove the necessity of safeguarding your Company, you have not attempted to touch upon this important point.

As has been stated grain and seed are universally packed in single bags, and it cannot, therefore, be expected that merchants will supply double bags, because, as you indicate in your letter, the Railway wagons admit rain. Neither can the trade, it is contended, be saddled with the enforced acceptance of Risk Note A on the chance of goods being damaged.

If old bags are used the receipts in such cases can specify it, or as stated, the goods are brought to Railway premises wet and bags changed, the receipts could be endorsed accordingly, but my Committee cannot admit the Railway have a right to indiscriminately take protection under Risk Note A, when such a course constitutes a serious hindrance to the trade.

It is, therefore, hoped that orders will be given for Risk Note A to be asked for only when damage is known on receipt of goods otherwise my Commitee propose taking the matter up with Government.

Awaiting an early reply.—I am, etc.,

R. E. GREGOR-PEARSE,

For Secretary.

APPENDIX G-6.

RISK NOTE FORMS B & H.

PROPOSED ASSIMILATION OF ENGLISH AND INDIAN FORMS.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

RAILWAY BOARD.

No. 1385-R.T.

SIMLA, 4th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the representations that have been made to the Railway Board, urging that Railway Risk Notes B & H should be assimilated to those in use in England, I am directed to inform you that the Railway Board are prepared to take this matter in hand; but, before doing so, they desire to consult you about one important point.

2. If the Railway Board, in order to meet the demands of trade alter these Risk Notes, so as to throw greater liabilities on Railway Administrations, the latter are in a position to raise the rates at which goods will be carried under these revised Risk Notes, provided the maxima rates which the Railway Companies are authorised to quote are not exceeded.

It is possible that in many cases, Railways may agree to use the revised Forms without raising their present rates, but at the same time they may not do so, and the Railway Board are unable to say at the present time what their action will be.

3. Before, therefore, authorising any change in the Risk Notes B & H, the Railway Board will await a communication from you, and they would be obliged if this communication could be sent at an early date.—I have, &c.,

C. F. ANDERSON,
For Offg. Secretary, Railway Board.

No. 839 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 14th October 1910.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I have the honour to acknowledge receipt of your letter No. 1385 R.T., dated 4th instant, regarding Risk Notes B & H.

2. With reference to para. 2, I am directed to ask what greater liabilities the Railway propose to take? My Committee agree that if Railways do undertake greater risks, they naturally have the right to ask for higher rates (in cases where the present tariff does not justifiably cover the risks), provided such enhancement is moderate and reasonable, and does not exceed the maxima which Railway Companies are authorised to quote.

3. I am to request that, if available, a copy of the English Risk Note, with which it is proposed to assimilate the present Risk Notes B & H may be sent to this office, for the information of the Committee.—I have, etc.,

R. E. GREGOR-PEARSE,
For Secretary.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

RAILWAY BOARD.

No. 1487 R-T.

SIMLA, 27th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 839, dated 14th October 1910, I am directed to state that the proposal to place greater liabilities upon Railways in connection with Risk Notes B & H did not emanate from the Railways, but from certain Chambers of Commerce and other bodies.

2. The essential difference between the English and Indian Risk Notes is given below :—

English Railways.	Indian Railways present Risk Note Forms B. & H.
From liabilities for loss, damage, misdelivery, delay, or detention except upon proof that such loss arose from wilful misconduct on the part of the Company's servants.	From all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due to the wilful *neglect* of the Railway Administration or to thefts by or to the wilful neglect of its servants, transport agents or carriers employed by them provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.

3. From these quotations it will be seen what greater liabilities the suggested revision of Risk Notes B. & H., as referred to in para. 1 above, would place upon Railways.—Yours faithfully,

C. F. ANDERSON,
For Secretary, Railway Board.

No. 1000 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—This Chamber has been approached by the Railway Board regarding a proposed revision of the Railway Risk Notes B. & H. As the matter is one that concerns the trade all over India,

my Committee think it advisable that the various Chambers should exchange views on the subject, before replying definitely to the Railway Board.

In accordance with the decision, I am submitting, for your information, copies of our correspondence on this question ; and if you would similarly forward copies of your correspondence or instead state what final action you have already taken, my Committee will be greatly obliged.

Thanking you in advance.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

[Similar letters to Madras, Karachi, Punjab and Cawnpore Chambers.]

APPENDIX H-1.

COST OF CABLE REPETITIONS.

No. 601 of 1910.

CHAMBER OF COMMERCE.
BOMBAY, 21st July 1910.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,

Cost of Repetition (Cablegrams).

It has recently been brought to notice by some Members of this Chamber that, whereas the cost of repetition has been considerably reduced at home, the charge in India remains unaltered.

2. For your information, I quote Regulation XVII of 1909 Revision (Lisbon) :—

> "In case of a repetition asked or by the addressee, the latter must pay the full charge for each word to be repeated ; the minimum charge is 1 franc in the European regime. This charge includes the cost of the reply."

The full charge for each word from India to Europe is Rs. 1-8-0, so that it would appear that the cost of the Service Repetition should be Rs. 1-8-0 only, instead of Rs. 7-8-0 for one word and Rs. 3-0-0 for every additional word, as paid here at present.

In a letter addressed to the Chambers of Commerce in Great Britain, dated 17th May 1909, by the General Post Office, London the following passage occurs :—

> "The method of charging for repetition at the request of the addressee for the purpose of obtaining the verification of passage or words supposed to have been incorrectly transmitted, is modified so as to reduce the cost to the public."

Seeing that the cost has been reduced at home, it seems only reasonable that India should receive a similar advantage, and my Committee would be glad if you would give this matter your personal attention.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 5381 T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, dated the 27th July 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 610, dated the 21st of July 1910, on the subject of the charges to be levied from the addressee on calls for Repetition in telegrams and to inform you that the matter is receiving attention.—I have, etc.,

H. S. STYAN,
Director, Traffic Branch.

APPENDIX H-2.

DEPOSIT SYSTEM OF ACCOUNTS.

No. 6142-6145-133.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(TELEGRAPHS).

SIMLA, the 26th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In the Resolution of the Government of India in this Department, No. 5527-5529-160, dated the 11th of June 1908, firms and individuals were permitted to make a deposit in advance to cover the cost of telegrams despatched by them. A commission of one per cent. was levied on the value of the telegrams in order to cover the cost of maintaining the deposit accounts. In a subsequent Resolution of the Government of India in this Department, No. 2165-2180-160, dated the 16th March 1909, the one per cent. commission was abolished and in its place, a fee of Re. 1 was levied for every 25 telegrams despatched, subject to a minimum charge of Rs. 10 per annum. At the same time the Director-General of Telegraphs was requested, as stated in my letter No. 2252-160, dated the 6th May 1909 to your address, to submit a special report when the new system had been in force for a year, in order that Government might consider whether any reduction could be made in the charges.

2. The Government of India have now received the Director-General's report from which it appears that, under the arrangements at present in force, the deposits are held in the form of securities, on which the depositors draw interest. This system prevents telegrams being stamped in Telegraph Offices before despatch, as it is impossible to operate on the deposits daily and there are (accounts) objections to operating on Government funds for this purpose. The messages are therefore to all intents and purposes sent "bearing," a settlement of all charges incurred being made at the close of each month.

This procedure involves special treatment of these messages, and the maintenance of a special staff in the Telegraph Check Office for the purpose.

3. The expenditure entailed in maintaining the deposit accounts under this system is such that the Government of India are unable to make a reduction in the charge of Re. 1 for every 25 telegrams at present made. It has, however, been represented that, if the deposits now held in the form of securities were converted into cash and if all new deposits were made in cash, the messages could all be stamped before despatch in the Telegraph Offices of origin and the maintenance of a special staff in the Check Office would be unnecessary. The expenditure involved in keeping these accounts would in consequence be less than at present and the Government of India would be in a position to reduce the present commission from Re. 1 to Annas 12 for every 25 messages, if this system were adopted.

4. The Government of India are of opinion that this arrangement would probably be acceptable to the firms who make use of the deposit accounts system, but before deciding to give effect to it, they would be glad to be informed of the views of the Bombay Chamber of Commerce on the proposal. I am to explain that the change would assimilate the procedure to that adopted in the British Post Office, where, it is understood, the deposits are held in cash, and a fee of £ 2 for every 1,000 messages is levied.—I have, etc.,

W. MAXWELL,
Secretary to the Government of India.

No. 845 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 18th October 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY (Telegraphs),
Simla.

SIR,—I have the honour to acknowledge receipt of your letter No. 6142-6145-133, dated 26th August 1910, regarding the Deposit system of accounts to cover cost of telegrams sent by firms and individuals.

2. In reply, I am directed by my Committee to inform you that the consensus of opinion among the members of this Chamber, who make use of the deposit system, is against the proposed change for the following reasons.

3. If the Deposit be in the form of Government Paper, the depositor obtains the interest accruing thereon, say Rs. 35 per annum on a Promissory Note for Rs. 1,000; this amount very nearly, if not fully, covers the commission payable by a firm whose average monthly bill for telegraph charges amounts to about Rs. 900 necessitating a deposit of Rs. 1,000.

4. If the system be altered, it will mean a loss to depositors of the interest now drawn on their deposits. As an off set to this, a reduction is proposed in the rate of commission charged, *viz.*, from Re. 1 to annas 12 for every 25 messages despatched. In the case of a firm as cited above this would be a saving of Rs. 10 in the year's commission bill, but a loss of Rs. 35 in interest on their security.

5. In their letter of 6th May 1909, it was stated "that the Government of India desire it to be understood that it is their wish to make the charge for deposit accounts as light as possible." The alteration contemplated, however, would amount, in practice, to a considerable enhancement of the present charge in consequence of the loss to the depositors of interest on the amount deposited.

6. While on this subject, I am directed by my Committee to draw attention to the system in force in connection with charging commission on deposits for repetition of telegrams, bearing in mind the fact that such repetitions are almost invariably called for as the result of, and in the endeavour to correct mistakes made by the Telegraph Department in transmission. They fail to see what grounds the Telegraph Department has for charging a commission to the public for rectifying its own errors, and therefore respectfully submit the matter for the favourable consideration of Government. —I have, etc.,

WILLIAM GRAHAM,
Deputy Chairman.

R. E. GREGOR-PEARSE,
For Secretary.

APPENDIX H-3.

HOURS OF POSTING REGISTERED LETTERS.

No. 133 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 11th February 1910.

The POSTMASTER GENERAL,
Bombay.

SIR,—The attention of my Committee has been directed to the Post Office Circular. dated the 1st February 1910, regarding the hours of business, delivery and posting that are to be followed in future.

My Committee fear that the hours mentioned for posting registered letters will cause great inconvenience to business men, as there are few firms in Bombay that can close their correspondence as early as 6 p.m. Besides it is difficult to understand why there should be so great a divergence in the time required for dealing with registered letters for despatch inland by train.

The following table will clearly explain the difference referred to :—

The Nagpur mail leaves Bombay at 1-45 p.m., the ordinary post closes 1¼ hours before, and the registered post 1½ hours before the departure of this train. The corresponding hours for the other Mails leaving Bombay are as follow :—

Punjab Mail 3 p.m. 1¼ hours and 1½ hours.

Jubbulpore Mail 9-15 p.m. 1½ hours and 3¼ hours.

Madras Mail 10 p.m.. 2 hours and 4 hours.

From the above it will be seen that the time required for dealing with registered letters for the Nagpur and Punjab Mails is

1⅛ hours, while for the Jubbulpore mail it is 3¼ hours and for Madras as much as 4 hours. It would, therefore, appear that 1½ hours should be sufficient for all mails.

My Committee while not pressing for so great a change would however suggest that the time for closing the Madras registered mail be deferred from 6 to 7-30 p.m., and for Calcutta to 7 p.m., or at least not earlier than 7 p.m. for both these Mails.

As the matter is one that seriously affects the whole mercantile community, it is hoped circumstances will allow of your acceding to the request now made, namely, that the hours of closing registration be made to approximate as far as possible with the departure of the respective mails from Bombay.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 15687-B.

BOMBAY, dated the 14th February 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In acknowledging the receipt of your letter No. 133, dated the 11th February 1910, I have the honour to say that inquiries are being made into the matter, and a further communication will be sent to you later.—I have, etc.,

COLIN CURRIE,
Deputy Postmaster-General.

No. 29-C.

CAMP POONA, dated the 9th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of this office letter No. 15687-B. dated the 14th February 1910, I have the honour to say that, with every desire to serve the convenience of the mercantile community in Bombay, I

regret that it is not possible to fix so late an hour as 7 p. m. for the latest posting of registered articles intended for despatch by the night mails from Bombay.

2. You point out that the time required for dealing with registered letters for the Nagpur and Punjab mails is 1½ hours, while for the Jubbulpore mail it is 3¼ hours and for the Madras mail 4 hours, and proceed to argue from these facts that an interval of 1½ hours ought to be sufficient for all these mails. There is, however, no parity between the circumstances of the day mails and those of the night mails, for the very simple reason that the number of registered articles posted at the last moment for despatch is very much smaller in the case of the day mails than in the case of the night mails. The total number of registered articles posted up to noon at the General Post Office averages about 75, whereas the number received after noon averages over 1,000, of which over 700 are brought to the office *after 5-30 p. m.*; and though the latest hour of posting is notified as 6 p.m., it is only nominally 6 p.m., because the booking goes on always till about 6 30 p. m. and frequently up to 6-45 p.m.

3. I have, however, decided that, notwithstanding the fact that the Jubbulpore and Ahmedabad mail trains leave now half an hour earlier than they used to do, the latest hour for posting registered letters at the Bombay General Post Office for all the night mails should again be fixed at 6-30 p.m., as it was before the 1st February last. This will impose a great strain upon the Registration Department of the Bombay General Post Office, and it will be necessary to strengthen the staff; but I am prepared to arrange for this, in view of the fact stated in your letter that there are few firms in Bombay that can close their correspondence as early as 6 p. m.

4. I may add that in Calcutta the latest hour of posting for registered letters for the three night mails which leave Calcutta at the hours shown on the margin is 6-0 p.m., Calcutta time.—I have, etc.,

Punjab Mail	21-15	Calcutta time.
Bombay Mail (*Via* Jubbulpore)	21-35	
Dacca Mail	22- 0	

E. A. DORAN.
Postmaster-General.

No. 319 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 15th April 1910.

E. A. DORAN, ESQ., C.I.E., J.P.,
Postmaster-General,
Bombay.

SIR,—I am directed to acknowledge with thanks receipt of your letter No. 29-C. of the 9th instant. My Committee regret that the time for closing the evening registered mails could not be fixed at 7 p. m. as suggested. They are, however, pleased to hear the hour has been extended from 6 p. m. to 6-30 p. m., and they trust this accepted change in time will be generally notified by the Bombay Post Office —I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1845.

GENERAL POST OFFICE,
BOMBAY, dated 18th May 1910.

THE CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward copy of a Postal Notice which I propose issuing, but before doing so, shall be very much obliged if you will kindly favour me with the opinion of the Chamber of Commerce on the proposed change. The latest hour of posting of registered letters and parcels in the General Post Office is 6-30 and 5 p. m. respectively and at the New General Post Office 6-30 p. m. for parcels.—I have, etc.,

W. A. ROUSSAC,
Offg. Presy. Postmaster.

POSTAL NOTICE.

With effect from the.....the latest hour of posting for Registered articles of the letter post and parcels will be as follows at the General Post Office and the new General Post

Office. The counters will be closed precisely at the hours mentioned and no article will be booked thereafter, no matter at what time it may have been brought to the Post Office, except in the case of registered articles of the *letter post* which will be booked after 6-45 p. m. and up to 7 p. m., if prepaid with a late fee of two annas each, in addition to the postage and registration fee :—

Name of Office.	Registered articles of the letter post.	Parcels.
General Post Office	6-45 p. m. (*a*)	5-30 p. m. (*b*)
New General Post Office ...	.....	7-0 p. m. (*c*)

(*a*) Instead of at 6-30 p. m. as at present.

(*b*) Instead of at 5 p. m. as at present.

(*c*) Instead of at 6-30 p. m. as at present.

Offg. Presy: Postmaster.

General Post Office,
Bombay, 17th May 1910.

No. 448 of 1910.

CHAMBER OF COMMMERCE,
BOMBAY, 27th May 1910.

The PRESIDENCY POSTMASTER,
Bombay.

SIR,—I am directed to acknowledge, with thanks, receipt of your letter No. 1845 of the 18th instant, together with a draft of a Postal Notice which you propose issuing.

In reply, I am to say that my Committee approve of the suggested changes in time, and trust an early opportunity will be taken of announcing the same to the public.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX H-4.

DESPATCH OF GOLD BULLION BY POST.

No. 626 of 1910.

CHAMBER OF COMMERCE.
BOMBAY, 26th July 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—The attention of my Committee has been drawn to the following Notice by the Postmaster-General, Bombay, dated the 2nd July 1910:—

> "The Government of India have issued orders that no postal article containing gold bullion of value exceeding rupees three hundred in all shall in future be sent by means of inland post."

2. My Committee are unable to understand the necessity of this new ruling, as for years past it has been the practice of Banks and others to despatch gold up-country through the medium of the Post Office, and no indication has hitherto been given that this practice was beyond the capacity of the Postal Department, or in any way against the interests of Government.

3. Already inconvenience and loss has been caused to local dealers who buy from the Banks and retail largely to up-country buyers, and who have now been deprived of this means of transit for purchases which range from a bar upwards. In 1909 Bar Gold imports totalled over £4,000,000 sterling, Bombay handling the bulk of this, and being the chief centre of distribution. A very large proportion of the above gold was distributed up-country by means of the Parcel Post, the risk being borne not by the Post Office, but by Banks, local dealers and Insurance Companies.

4. My Committee, therefore, respectfully request that they may be informed as to the necessity for so curtailing the long standing facilities for utilising the Post Office, in order that they may more fully go into the question.—I have, etc.,

R. G. MONTEATH,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

No. 5456-164.

GOVENMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(POST OFFICE,)

SIMLA, the 2nd August 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 626, dated the 26th July 1910, regarding the transmission through the inland post of gold bullion exceeding Rs. 300 in value.

2. I am to say that your letter will be submitted for the consideration of the Government of India.—I have, etc.,

A. H. LEY,
Under Secretary to the Government of India.

No. 5787-164.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(POST OFFICE,)

SIMLA, the 15th August 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to reply to your letter No. 626, dated the 26th July 1910, regarding the restrictions recently imposed on the transmission of gold bullion through the inland post.

2. It has been brought to the notice of the Government of India that the facilities offered by the Post Office for the transmission of gold bullion through the post have been systematically

abused, and numerous instances have occurred in which parcels containing gold valued at many thousands of rupees have been insured for a nominal value. The remittance by Post of large quantities of gold, especially when the parcels are under-insured, imposes great responsibility on the Post Office and places undue temptation in the way of the Postal officials through whose hands the articles pass, with the results that a number of very serious cases of loss of such parcels have occurred. The Government of India consider that it is outside the legitimate scope of the Post Office to undertake the conveyance of large quantities of gold by parcel post. They have accordingly decided after a careful consideration of the question to restrict the value of gold bullion that may be sent in one parcel to Rs. 300. This limit is sufficient to meet the case of the ordinary private individual who wishes to despatch or receive gold through the medium of the Post ; and I am to add that it has been enforced for some years in regard to the amount of gold specie which may be transmitted by Post.—I have, etc.,

A. H. LEY,
Under Secretary to the Government of India.

APPENDIX H-5.

POST OFFICE HOLIDAYS.

No. 7843-7880-51.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(POST OFFICE.)

SIMLA, the 29th October 1910.

RESOLUTION.

The Government of India have had under their consideration the question of increasing the number of Post Office holidays. At present holidays are given in the Post Office on Sundays, New Year's Day, Good Friday, the King's Birth Day and Christmas Day, but

even on these days very few of the Postal officials can be allowed complete relaxation from work as certain duties must be performed in connection with the delivery and despatch of mails, which necessitate the attendance for some period of the day of the majority of the staff at the various offices.

2. Representations have been made to the Government of India that the general liability to work on Sundays and holidays constitutes a grievance in the case of its large body of Post Office employés, for which a remedy should be found. It is recognised that it would be impossible to allow the staff of the Post Office as many holidays as are enjoyed by most other Government servants, but inasmuch as work in business offices is either stopped altogether or greatly curtailed on the more important public holidays, it has been represented that there would be no serious objection to increasing the number of Post Office holidays by six days to be selected as far as possible from those gazetted under the Negotiable Instruments Act. Most of these holidays are granted on account of important religious festivals, and the duties of postal servants prevent them to a large extent from attending and taking part in these observances to which many of them attach great importance. The six additional holidays would not necessarily agree in the different postal circles but would be arranged to suit local conditions.

3. It has accordingly been proposed that six new holidays should be held on the days of the following festivals:—

For all Circles except Madras and Burma—

1. Muharram.
2. Holi or Doljatra.
3. Janmastami or Gokulastmi.
4. Id-ul-Fitr or Ramzam.
5. Dasehra, or one day of the Pujas.
6. Divali or Kali Puja.

For Madras—

1. Pongul.
2. Mahasiva Ratri (or Telegu New Year).
3. Avani Avittam (or Tamil New year).

4. Mahalaya Amavasi.

5. Id-ul-Fitr or Ramzan.

6. Dipavali.

For Burma—

1. Muharram.

2. Burma New Year.

3. Beginning of Buddhist Lent.

4. One day of the Pujas.

5. End of Buddhist Lent.

6. Tazaundaing.

The dates to be selected would be notified before the beginning to the year in all Post Offices and in the Postal Guide.

4. The Government of India are prepared to take this question into consideration, if there is a generally expressed desire on the part of the public to afford relief in the matter of holidays to the employés of the Post Office. And this Resolution is published in order to afford the public an opportunity of expressing their opinion on the proposals it contains. It is not intended that these should apply to the Telegraph Department or the Telegraph Staff in combined offices.

5. The Government of India will finally consider these proposals after the 1st January 1911. They will be glad to receive before that date any representations on the subject which Local Governments, public bodies, or private persons may desire to make.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce and Trades Associations and to all Departments of the Government of India.

Ordered, also, that a copy be published in the *Gazette of India*.

W. MAXWELL,
Secretary to the Government of India.

No. 921 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th November 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I have the honour to acknowledge receipt of the Government of India Resolution No. 7843-7880, dated Simla, the 29th October 1910, suggesting the increase of Post Office Holidays by six days in the year.

In reply, I am directed to state that my Committee do not see any objection from a Commercial point of view to the said increase, provided the days chosen are those already recognised as important holidays when offices are largely closed to business, and further that the Mail Services should not be interfered with by any such holidays With these reservations my Committee will gladly support the suggestion of affording further relief in the matter of holidays to the employés of the Postal Department.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-1.

LIGHT AT THE MOUTH OF THE INDUS.

No. 741 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 15th September 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—My Committee understand that your Chamber has lately taken up the question of establishing a lighthouse or lightship at the Hajamrao mouth of the Indus. As the matter is of interest to

shipping generally, my Committee will be pleased to hear of the proposals you have made, and whether you have heard from Government on the subject?—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 477.

CHAMBER OF COMMERCE,
KARACHI, 26th September 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am in receipt of your letter of the 15th instant, and, as desired, beg to enclose herewith copy of correspondence on the subject of establishing a light-house at the Hajamrao mouth of the Indus. The Chamber has not yet heard from the Government of Bombay.—Yours faithfully,

E. L. ROGERS,
Secretary.

No. 410.

CHAMBER OF COMMERCE,
KARACHI, 23rd August 1910.

The COMMISSIONER IN SIND,
Karachi.

Lighting of the Sind Coast.

SIR,—I have the honour to again invite your attention to this matter.

2. During the present month two large vessels have gone aground on the coast immediately to the south of this port.

On the 8th instant, the S. S. "Cresswell" went ashore some 25 miles south-east of Karachi, and is still fast aground. This vessel is in ballast.

On the 21st instant the S. S. " Othello " went ashore some 15 miles to the south of where the S. S. " Cresswell " was lying aground, and she has not yet got off. She carries a valuable cargo.

Previous to this, during the past six years, three other vessels have been ashore on the same part of the coast. Two of these vessels were fortunate enough to get off without serious damage, but the S. S. " Nithsdale " with a cargo of sleepers became a total wreck.

3. In January 1907, the Karachi Port Trust urged the necessity of light at the Hajamrao mouth of the Indus, and their action was strongly supported by this Chamber.

4. The coast to the southward of Karachi is most dangerous, particularly during the hazy weather, which accompanies the south-west monsoon ; and any vessel going aground during the monsoon has very little chance of getting off.

5. My Committee, therefore, desire to submit that the matter should receive the very urgent attention of Government, and that there should no longer be any delay in placing either a light-house o a light-ship in the neighbourhood of the Hajamro mouth of the Indus.—I have, etc.,

H. T. ROBSON,
Chairman.

No. 1727 OF 1910.

GENERAL DEPARTMENT.

OFFICE OF THE COMMISSIONER IN SIND.

GOVERNMENT HOUSE, KARACHI, 29th August 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Karachi.

SIR,—I am directed to acknowledge receipt of your letter No. 410, dated the 23rd August 1910, regarding the lighting of the Sind Coast ; and to state that the necessity for a light at the Hajamro mouth of the Indus has already been brought to the notice of the Bombay Government, and that schemes for providing a light have been elaborated and are under their consideration.

2. I am to add that a copy of your letter is being submitted to Government with an urgent representation of the need for some decision being speedily arrived at.—I have, etc.,

J. CRERAR,
Assistant Commissionar in Sind.

No. 825 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 8th October 1910.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—My Committee have been favoured with a copy of a letter addressed by the Karachi Chamber of Commerce to the Commissioner in Sind on the subject of establishing a Lighthouse at the Hajamro mouth of the Indus.

It is understood that the letter in question has been passed on to the Government of Bombay, and that schemes for providing a light have been elaborated and are now under consideration.

I am directed to state that my Committee strongly support the proposals for a lighthouse in the above vicinity and venture to hope that opinions will be obtained as to location and that the matter will receive the urgent attention of the Bombay Government.—I have, etc.,

R. G. MONTEATH,
Chairman,

R. E. GREGOR-PEARSE,
For Secretary.

No. 823 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I beg to acknowledge receipt of your letter, dated 26th September, enclosing copy of correspondence on the subject of establishing a lighthouse at the Hajamro mouth of the Indus.

I am to state that a letter, in support of your proposals, has been addressed to the Bombay Government.—I am, etc.,

R. E. GREGOR-PEARSE,
For Secretary.

No. 708 of 1910.

MARINE DEPARTMENT,
BOMBAY CASTLE, 26th October 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 825, dated 8th October 1910, in which yon state that the Committee of the Chamber strongly support the proposals of the Karachi Chamber of Commerce for the erection of a lighthouse at the Hajamro mouth of the Indus.

2. In reply, I am to enclose a note summarizing all the information at the disposal of Government on the subject. You will see that there is no unanimity in the matter. The Governor in Council is anxious to arrive at a right decision in this important case, and in order to assist consideration to have before him in greater detail the opinions of the commercial community and more especially of the shipping companies owning or managing the great trading lines.

3. I am accordingly to request that the note may be forwarded to the leading shipping companies trading with Karachi, and that the opinions received may be communicated to Government, together with an expression of the views of the Chamber.

4. The main points for consideration are—

(i) Is a light required at the Hajamro mouth ?

(ii) Is navigation by careful soundings not perfectly safe in these waters ?

(iii) If a light is considered necessary, should it be a light house or a light ship ?

(iv) Would the shipping companies be willing to pay the light dues that would have to be imposed for the maintenance of the lighthouse or the light ship?—
I have, etc.,

L. ROBERTSON,
Secretary to Government.

Note on the lighting of the mouths of the Indus.

In 1890 Mr. Douglass, an expert appointed by the Government of India, to report on lighthouses in India, recommended the erection of a light at the mouths of the Indus.[*] The Commanders of vessels, who were consulted were in favour of the proposed light, the general opinion being that it should be placed near the Hajamro Beacon. Nothing, however, came of the proposal, as there were difficulties in the way of providing the necessary funds.

2. The Hajamro Beacon was washed away in the cyclone of 1903. Three years later the Karachi Port Trust, as a step towards improving the lighting of the Sind Coast, more especially in the neighbourhood of the port of Karachi, decided to replace the fixed light at Manora by a double flash light of the latest type and design. They, at the same time, drew attention to the necessity of a light at the Hajamro mouths of the Indus.

3. The Commissioner in Sind reported that the latter question was receiving separate consideration, and in 1909 he submitted to Government four alternative schemes, detailed below, for the lighting of the mouths of the Indus off Hajamro Point:—

No.	Nature of lights.	Cost.	Upkeep per annum	Visibility in Miles.
		Rs.	Rs.	
I	Light Vessel...	2,17,500	21,000	12
II	Pile Lighthouse and Second Order Light	6,45,000	13,000	16
III	Lighthouse on shore and First Order Light	2,25,000	10,000	18
IV	Automatic Acetyline Gas Buoy	50,000	2,000	12

4. In submitting these proposals the Commissioner wrote as follows :—

"The principal shipping agents and boat-owners in Karachi as well as the local Chamber of Commerce have been consulted as to the necessity for a flash light at the mouths of the Indus, and they are unanimous in the opinion that a coast light would be of the greatest assistance to vessels bound for ports in Sind. The Chamber of Commerce and some of the boat-owners and shipping agents consider such a light to be essential.

"The Chamber and the Shipping Agents and boat-owners above referred to were informed that if a light were constructed it would probably be necessary to levy a small light-due from vessels arriving at and departing from Karachi from and to ports east of the light. The Chamber considers this suggestion not unreasonable, while the shipping agents and boat-owners (with the exception of two boat-owners who are opposed to the idea of any further charges being imposed on vessels) are all prepared to submit to the payment of light-dues, if it is decided to impose them. Some of the persons consulted have suggested that the charge should be as small as possible and that vessels of less than 40 tons capacity should be exempted from its payment.

"The wreck in 1907 of the S.S. *Nithsdale* off the Pitti mouth of the Indus occasioned some comment in the local newspapers on the lighting of the Sind Coast. A Commander of considerable nautical experience publicly stated that if Cape Monze, Manora and the Hajamro mouth of the Indus had been properly and efficiently lighted the Captain of the *Nithsdale* would have a choice of objectives for which to steer, instead of being led into danger by trusting to soundings which resulted in the total loss of his ship, and that he considered the Sind Coast the worst in the world. There can be little doubt but that this opinion is shared by most Master Mariners who visit this port, and it finds some confirmation in the returns of wrecks and casualties, which show that there were on the Sind Coast no less than 12 wrecks and 4 casualties in 1906 and 6 wrecks and 5 casualties in 1907, and that most of them occurred at the mouths of the Indus. A reference to the official record of the inquiry into the circumstances attending the wreck of the *Nithsdale* will show that the Additional Judical Commissioner of Sind considered it established that the Sind

Coast presents serious difficulties to any Commander who has not had previous experience of it, and that he was convinced that a good light at the Hajamro mouth of the Indus would be very useful to navigators

"The list of lighthouses published in 1907 shows that from Mandvi on the Cutch Coast to Bombay there are no less than 36 lights; at the approaches to the Bombay harbour 4 lights; and from Bombay to Karwar 21 lights; while from Mandvi to Karachi, a trajectory of about 200 miles of low swampy coast, there are only two lights one at Manora Point and the other at the end of the Breakwater.

"The increase in the sea-borne trade of Sind since 1890 makes the question of a light at the mouths of the Indus one of vastly greater importance now than it was eighteen years ago. The Commissioner is of opinion that a light is unquestionably required."

5. The local authorities at Karachi were in favour of giving a trial on the acetyline lighted buoy, mentioned in scheme IV (paragraph 3 *ante*), but the Suryeyor in charge of the Marine Survey of India and the Director of the Royal Indian Marine considered that the buoy would probably prove to be a source of danger, as in thick weather it would encourage shipmasters to approach too close to the danger zone in order to see it. Further, it would be liable to be washed away during bad weather in a sea so rough as that off Hajamro Point, especially in the monsoon. It was also feared that it would be impossible to approach it for repairs, if it got out of order. A proposal was also received from the International Marine Signal Company of Ottawa to light this locality by means of one of that Company's Automatic Acetyline Gas "Lightship" Buoys. The Elder Brethren of Trinity House, to whom a reference was made, were unable to express an opinion as to the reliability of the particular kind of buoy recommended by the Company. They considered, however, that a high focal plane lighted buoy of 10 feet above sea level giving a range of visibility of 11½ miles if placed off Hajamro Point would be a valuable aid to navigation, pending the establishment of a lighthouse on the mainland. The Elder Brethren therefore recommended this system of lighting only as a temporary measure. In view of the objections stated above to a gas buoy, it seems inadvisable to adopt the proposal for lighting the mouths of the Indus by means of one of these buoys.

6. The remaining alternatives are—

(1) a flash light of the first order on shore ;

(2) a light vessel.

The Suryeyor in charge Marine Survey of India reported in 1909 that a group flashing light of the first order on the mainland with a visibility of not less than 18 miles would meet all requirements. He added :—

"A lighthouse situated on Hajamro Point would always be accessible, even during the South-West Monsoon, and its cost in building is practically the same as a light ship with half the cost for upkeep per annum.

"A light vessel anchored in 7 or 8 fathoms off Hajamro Point would be very difficult to visit during rough weather and the range of the light would be considerably less."

The Director of the Royal Indian Marine concurred in the proposal for the erection of a light on shore. The Karachi Chamber of Commerce recommended the placing of either a lighthouse or a light vessel in the neighbourhood of the Hajamro mouth of the Indus.

It will be seen from the following report, dated 12th August 1910, submitted by the Port Officer, Karachi, after inspecting the stranded S. S. *Cresswell*, that he recommends the establishment of a light vessel :—

"I have visited the scene of the wreck which is off the Khai Mouth about 20 miles south-east of Manora Point.

"The weather conditions were those which usually prevail at the time of the S.-W. Monsoon, and I have been greatly impressed by the difficulty which there is in sighting any object except at short distances owing to the thick haze which prevails.

"The wrecked vessel which is almost high and dry, could not be seen at a distance beyond three miles.

"Manora Point was not visible beyond four miles.

"Under these circumstances, and as the question is now under the consideration of Government, I am induced to submit my own opinion that a light vessel is the proper solution of the difficulty of efficiently lighting this portion of the coast.

"I consider a lighthouse on shore will not properly meet the requirements owing to the conditions already set forth.

"A light vessel which can be moored at a safe distance from the land would cost originally 2,17,500 rupees. Her upkeep would be considerably more than that of a lighthouse owing to the necessity of providing periodical reliefs for the crew which would have to be done by sea.

"I think that a practicable arrangement could be made with the B. I. S. N. Company or B. S. N. Company to do this work, as their vessels would pass the position several times weekly.

"A Relief Light Ship would also probably be required, but need not be provided for some three or five years.

"A light vessel cannot carry a light visible beyond 12 miles, and if provided, I should propose to moor her about 12 miles west of the Khai Mouth in 9½ fathoms. The radius of her light would thus just intersect with that of Manora Point during the monsoon season, and she would protect that portion to the banks which experience has shown is the most dangerous for vessels visiting the port."

7. It has been stated that the masters of lines whose steamers are constantly running to Karachi do not require a light at Hajamro Point. It is also said that navigation by careful soundings is perfectly safe in these waters if the charts are correct. In this connection it may be stated that shortly after the stranding of the S. S. *Nithsdale* in 1907, a preliminary survey of the Sind Coast was carried out by the R. I. M. S. *Investigator* and the result showed that the soundings given in the existing chart of this locality were correct. The Director of the Royal Indian Marine reports that he has received no intimation that the charts are now incorrect.

8. There remains the question of ways and means. According to revised proposals submitted by the Commissioner in Sind, the cost of erecting and maintaining a light on the mainland is estimated as under :—

(*a*) *Non-recurring charges*—	Rs.
Light (£ 4,042)	60,630
Tower (£ 6,480)	97,200
Freight (£ 712)	10,680
Foundations	50,000
Erection	20,000
	2,38,510

(*b*) *Recurring charges*—

Establishment, stores, etc. ... 9,440

A light vessel would involve a capital outlay of Rs. 2,17,500 and a recurring charge of about Rs. 19,400 per annum as follows :—

	Rs.
Wages	7,500
Stores and provisions	8,500
Repairs, ordinary	1,000
Cost of conveying crews, stores. etc,, to and fro between Karachi and light vessel	2,400
Total ...	19,400

The Karachi Port Trust are not prepared to make a contribution towards the cost of providing a light off the mouths of the Indus, and the charge cannot be undertaken either by Provincial or Imperial Revenues. The initial cost as well as the recurring expenditure involved will therefore have to be borne by the shipping which will benefit by the proposed light. It is accordingly proposed to levy light-dues from all vessels of over 40 tons registered tonnage arriving at Karachi and Keti. The dues will be fixed at such a rate as will cover the annual recurring charges for the upkeep of the light, and interest charges, and also secure the repayment of the capital outlay within a reasonable time. Legislation will be necessary for the imposition of these dues, and a convenient model for the purpose would be the Madras Coast Light Act (IX of 1904).

No. 47 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 19th January 1911.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 708, dated 26th October 1910, regarding the question of the erection of a lighthouse at the Hajamro Mouth of the Indus.

2. My Committee after consulting the various Shipping Companies on this subject desire me to reply to your four questions as follows :—

(1) Is a light required at the Hajamro Mouth ?

There is a general consensus of opinion that a good light is very necessary at the Hajamro mouth ; and that it should be a revolving one, giving flashes at intervals. Further a strong opinion prevails that a second light is also advisable at Cape Monze, thus leaving Commanders a choice of objectives for which to steer. This it is believed would be of special assistance to vessels approaching Karachi from Aden, South African Ports and other South and Westerly directions.

(2) Is navigation by careful soundings not perfectly safe in these waters ?

Under ordinary favourable circumstances navigation by careful soundings would generally be safe ; but considering the changing conditions of wind, sea and weather, more especially during the monsoon, it is felt that an additional safeguard to Navigation is very desirable, and this would be supplied by the lights above mentioned.

(3) If a light is considered necessary, should it be a Light house or Lightship ?

It is unanimously agreed that it should be a Lighthouse.

(4) Would the Shipping Companies be willing to pay the light dues that would have to be imposed for the maintenance of the lighthouse or lightship ?

In the opinion of the Committee the Shipping Companies should not object to pay a portion of the upkeep expenses in the shape of light dues, after the erection of the lights ; but in view of the direct benefit Karachi will derive from the improved lighting, it is felt the main portion of the expenses should be borne by the Karachi Port Trust. It is further suggested that the scale on which it would be proposed to levy charges on steamers should be first submitted to the Chamber of Commerce so as to give the Agents of Steamship Companies an opportunity of communicating with owners and remarking on the same.

3. In conclusion (*a*) my Committee, while on this subject beg to draw your attention to the defective state of the Light at Cutch-

Mandvi, which it is reported often remains invisible for prolonged and irregular periods. Representations have, it appears, been made by certain Companies to the Authorities immediately concerned in the States of Cutch, but without any satisfactory results.

(*b*) It is strongly urged that periodical surveys of the Sind Coast should be instituted so that any change in soundings might promptly be noted on the Charts.—I have, etc.,

W. L. GRAHAM,
Vice-Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-2.

FIRES ON BOARD VESSELS CARRYING INDIAN COAL.

No. 5329.

BOMBAY PORT TRUST,
BOMBAY, 23rd September 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a copy of a Statement showing particulars of Coal Vessels arriving in the Port of Bombay that were on fire from 1st January 1907 to 1st July 1910.

The Statement shows the serious nature and the frequency of fires in ships loaded with Bengal Coal, particularly at certain periods of the year. As these fires result in considerable loss of property and danger to life, I am to invite your attention to the matter with a view to your taking such steps as may be necessary.

I am to say that the Inspector of Mines has been informed.—I have, etc.,

H. E. HART,
Secretary.

Particulars of Coal Vessels that were on fire from 1st January 1907 to 1st July 1910.

Date of arrival.	Steamers.	Arrived from	Where fire broke out.	Fire, how many days after leaving Calcutta.	Kind of Coal on board.	Fire in what holds.	Quantity of coal on board.	REMARKS.
6th June 1907	"Umballa" ...	Calcutta	Harbour ...	14	Calcutta ...	No. 1 ...	Unknown.	
28th Nov. 1907	"John H. Barry" ...	Do. ...	Do. ...	15	Do. ...	„ 4 ...	Do.	
23rd Mar. 1908	"Fife"	Do. ...	On voyage and in Harbour.	10	Bengal Coal Co.	Nos. 1, 2 & 3.	6,240 Tons.	
27th „ ...	"Caspian"	Do. ...	Harbour ...	16	Sebpore ...	No. 4 ...	5,200 „	
6th April 1908	"Sheikh"	Do. ...	On voyage ...	10	Toposi ...	No. 4 ...	6,185 „	
18th „ ...	"Kenley"	Do. ...	Harbour ...	*	Bengal Coal ...	* ...	6,077 „	* Not known when she left Calcutta. No. of hold also not known, fire was discovered when she was discharging coal.
18th „ ...	"Caithness" ...	Do. ...	Do. ...	13	Do. ...	Nos. 1, 2, 3 & 4.	5,500 „	
20th „ ...	"Kirby Bank" ...	Do. ...	Do. ...	13	Sebpore ...	Nos. 1 & 2...	4,760 „	
29th „ ...	"Garscube"	Do. ...	On voyage ...	10	Barboni and Navigation.	Nos. 1, 2, 3 & 4.	5,850 „	
30th „ ...	"Bendu"	Durban ...	Harbour ...	†	Natal ...	Nos. 1, 2, & 3.	6,054 „	† Came direct from Durban which port she left on 14th April 1908; fire occurred 7th day after arrival.
2nd May 1908	"Bahadur"	Calcutta...	On voyage	7	Bellehari Coal Co.	No. 1 ...	6,800 „	
15th „ ...	"Ras Bera"... ...	Do. ...	Harbour ...	14	Calcutta ...	Nos. 1, 2, 3, 4 & 5.	6,000 „	

Date of arrival.	Steamers.	Arrived from	Where fire broke out.	Fire, how many days after leaving Calcutta.	Kind of Coal boar	Fire in what holds.	Quantity of coal on board.	REMARKS.
15th May 1908 ...	" Border Knight " ..	Calcutta ...	Harbour ..	20	From different Calcutta mines.	No. 2 ...	5,491 tons.	
20th „ ...	" Strathfillan " ...	Do ...	Do. ...	16	Calcutta .	All the holds.	6,783 „	
23rd Dec. 1908 ...	" Glenlee "	Durban ...	Do. ...	30	Durban ...	No. 2 ...	1,057 „	Came direct from Durban ; fire was discovered 11 days after arrival in port.
18th April 1909...	" Abouker "	Calcutta...	On voyage and Harbour.	11	Deshagar	Nos. 1 & 4...	5,525 „	
25th „ ...	" Zinnia "	Do. ...	Harbour ...	15	Sebpore ...	No. 1 ...	5,200 „	
25th „ ...	" Ben Vrackie " ...	Do. ...	Do ...	18	Balmer, Laurie & Co.	Nos. 2, 3 & 4.	5,695 „	
24th May 1909...	" Strathclyde " ...	Do. ...	Do. ...	17	Sibpore ...	Nos. 1, 2 & 3.	6,800 „	
25th „ ...	" Strathavon " ...	Do. ..	Do.	21	Mixed Indian,.	No. 1 ...	6,700 „	
26th „ ...	" Vancouver "	Do. ...	Do. ...	17	Deshagar ...	Deep Tank...	6,600 „	
11th May 1910...	" Aldgate "	Do. ...	Do. ...	15	Sibpore ...	Nos. 2 & 3...	5,250 „	
3rd June 1910...	" Magdala "	Do. ..	Do. ...	14	Do ...	Nos. 1, 2, 3 & 4.	7,200 „	
3rd „ ...	" Trafalgar "... ...	Do. ...	On voyage ...	8	Do. ...	Nos. 1, 2, 3 & 4 & between decks.	6,500 „	The vessel was burnt and abandoned 17 miles South of Kennery Island.

(True copy.)

(Sd.) H. E. HART,
Secretary,
Bombay Port Trust.

(Sd.) E. J. BEAUMONT,
Commander, R. I. M.,
Port Officer, Bombay.

No. 804 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th September 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5329, dated 23rd instant, giving cover to a statement showing particulars of coal vessels on fire that arrived in this Port from 1st January 1907 to July 1910.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 801 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th September 1910

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to forward for your information the accompanying copies of a letter and statement, received from the Bombay Port Trust, showing particulars of coal vessels on fire that arrived in this Port from 1st January 1907 to 1st July 1910.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1733 of 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 12TH November 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 801, dated the 29th September 1910, forwarding copies of a letter and statement received from the Bombay Port Trust, showing particulars of coal vessels on fire that arrived in Bombay from

1st January 1907 to 1st July 1910. The Committee of the Chamber forwarded copies of the papers to the Calcutta Marine Insurance Agents' Association, and I am directed to send you, for the information of your Chamber, a copy of a letter of 29th October, received from that Association, in reply. A copy of the article which appeared in *The Indian and Eastern Engineer*, to which reference is made, is also enclosed.—I am, etc.,

D. K. CUNNISON,
Acting Secretary.

No 270 P.

MARINE INSURANCE AGENTS' ASSOCIATION,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 29th October 1910.

The ACTING SECRETARY, BENGAL CHAMBER OF COMMERCE.

Fire in Coal Cargoes.

DEAR SIR,—I have to acknowledge receipt of your letter No. 1563 of 6/17th instant, with its enclosure, both of which were before the Committee at their meeting yesterday.

In reply, I am to state that the Committee have no recent information in connection with this subject of fires in coal cargoes.

In 1904, a recurrence of these frequent coal fires having taken place although the season was admittedly an unusually cool one, the Committee corresponded with the Indian Mining Association pointing out that these fires appeared to originate where the greatest accumulation of "Slack" and "small" coal existed, namely, just under the hatches, owing to the system of loading whereby the coal is all dumped down in one place, allowing the larger coal to spread out while the small accumulates in the one spot: and enquiring if the Mining Association had any statistics available with regard to mechanically loaded cargoes, as compared with those loaded by coolies baskets which would tend to throw any light on the subject. A list of the steamers in which fires had occurred was furnished to that Association, but it was ascertained that only one of these had been loaded by mechanical appliances, besides which the evidence as to the incidence of the fires was absolutely inclusive for indicating any

probable cause. Certain varieties of coal, however, appeared to be more liable to fire than others and the Mining Association were of opinion that the ordinary temperature of the hot dry months would probably suffice to start combustion in the case of the more sensitive varieties.

The Committee would draw your attention to an article on Fires in Indian Coal Cargoes which appeared in *The Indian and Eastern Engineer* for August 1908, which will be found interesting and probably of use in connection with the present inquiry. Following upon this in a letter to the Indian Mining Association, dated 18th September 1908, the Chief Inspector of Mines in India suggested the following obvious precautions, *viz* :—

1*st*—Selecting the coal ;

2*nd*—Screening it carefully at the mine ;

3*rd*—Keeping it as dry as possible ;

4*th*—Giving as little drop as possible when loading into ship ; and

5*th*—Carefully ventilating the cargo to prevent any accumulation of heat in the ship's holds.

The Committee regret they have no further information to give or suggestions to make in this connection.—I am, etc.,

D. K CUNNISON,
Acting Secretary.

August 1908.

FIRE IN INDIAN COAL CARGOES.

To the Editor of "The Indian and Eastern Engineer."

DEAR SIR,—From reports to hand there appears to have been several fires lately on board steamers employed in the Calcutta Coal Trade.

One explanation given is that a "fiery" seam of coal has been reached by the chief exporting collieries, and that there is a likelihood of further trouble in the future.

This explanation, as it stands, is unintelligible—the term *fiery seam* is generally understood to mean a seam which gives off a large percentage of firedamp. For instance, a characteristic of many Welsh seams is "their fiery nature," *i. e.*, they give off from the seams *in situ* large quantities of firedamp.

Because coal is from a seam known as "fiery" this is no criterion from which to judge as to the suitability of such coal for storage for shipping purposes.

Welsh mines, whilst having the name of being "fiery" are also noted for producing a coal which is practically free from the trouble of spontaneous combustion. Many of the Indian coal seams which produce a good quantity of coal for export are known to produce a small quantity of firedamp: but none of them would from a home mining standpoint be classified as "fiery mines."

The conditions which produce spontaneous combustion in coal cargoes cannot be determined entirely from a consideration of the coal as it is found *in situ*.

The problem for shippers to solve is, what are the conditions conducive to spontaneous combustion in coal cargoes, and what practical precautions can be adopted to reduce the risks of spontaneous fires

Spontaneous combustion is really the oxidation of combustibles. The idea of open visible fire in connection with combustion of stored coal is often kept too prominent and allowed to obscure the important issue which is possible by observing the oxidation or combustion at various temperatures; such observation to commence at a temperature much below that required for visible flame or fire.

Conditions Favourable and Unfavourable to the Oxidation of Coal.

Quality of coal.- Much depends on the chemical quality of a coal. The qualities represented by the best British steam coals are Best Hards; the Antracite of Wales and Scotland are found in practice to be practically exempt from the liability to spontaneous combustion.

It may be pointed out that many cargoes of coal classified as steam coal have been known to fire—this is true, but if proper inquiries were made, it would doubtless be found that the coals, although named steam coal, really consisted of soft, friable bituminous coal.

Oxidation proceeds more rapidly with lignites, soft bituminous coal, *i. e.*, coal containing a large percentage of volatile matters.

Formerly, the spontaneous combustion of coal in cargoes and in mines was put down to the presence of iron pyrites ($Fe S^2$) the oxidation of $Fe S^2$ was believed by many to be the one source of heat which produced spontaneous fires in coal-pits and cargoes.

Whilst it is still true that the presence of iron pyrites is generally conducive to spontaneous combustion, it has also been proved conclusively that certain coals will ignite spontaneously without the presence of pyrites ($Fe S^2$).

Coal in contact with air absorbs oxygen, and it depends on the quality and physical condition of the coal as to whether the oxidation process continues until the temperature of the coal is sufficient to produce vigorous combustion.

A coal seam in England which gives considerable trouble in the way of gob-fires, due to the spontaneous combustion of the coal, gave the following proximate analyses :—

	Per cent.
Fixed Carbon	57·36
Hydro-carbon	36·30
$H O^2$	3·56
Sulphur	0·50
Ash	2·28
	100·00

An Indian coal, well-known for its rapid oxidation properties, was tested by the writer and gave the following proximate analyses :—

	Per cent.
Fixed Carbon	51·84
Hydro-carbon	36·05
Ash	10·81
$H O^2$ (100 C)	1·30

During a discussion of a paper on Gob-fires at the Institute of Mining Engineers, it was mentioned that the thick bituminous seams of the Staffordshire and Warwickshire districts were specially liable to Gob-fires, owing to the comparatively large percentage of moisture and volatile matter in their composition, ranging from 12 to 15 per

cent. of the former and from 35 to 38 per cent. of the latter constituent . . . . . many seams liable to spontaneous combustion which had no trace of fire-damp (CH^4) could be found in the workings.

But chemical analysis cannot be taken alone as a standard for determining the liability of any coal to spontaneous firing ; it requires the consideration of both the chemical and physical properties of a coal.

Physical Properties of Coal.

Practical observations are conclusive in placing the physical conditions and properties of any coal, as having a most important bearing on the liability to spontaneous combustion.

As already mentioned, real steam coal (Hards) and Anthracite of a compact and hard nature, which possess a high degree of resistance to friability or weathering are coals which are found in practice to be almost exempt from oxidation.

Whereas soft bituminous coals of a friable nature, which readily submit to oxidations or weathering, are found to be specially susceptible to spontaneous combustion.

Another important feature is the size of the coal ; it is well known that small coal is more readily oxidised than lump coal.

When a cargo of bituminous coal contains much fine slack, it carries with it the necessary tinder to originate and propagate spontaneous combustion.

The liability of slack coal (Indian) to fire when stacked may be observed on the pit banks of some Indian collieries.

And it is not an uncommon occurrence to find coal from the same seam, stacked separately, and whilst the stack of large or lump coal remains unaffected, the stack of slack ignites spontaneously.

Supposing the large coal referred to, with the unsuitable loading and unloading which often takes place at foreign export depots, is considerably broken and crushed, thus forming a large quantity of slack, such coal will be specially liable to spontaneous combustion during transit in a collier.

Another feature which affects the coal both chemically and physically is the " moisture contents."

Under the term "moisture contents," to obtain accurate results, it is necessary to differentiate between the "inherent moisture" and the accidental moisture in coal.

Moisture in some coals greatly aids and often helps to originate spontaneous combustion.

There are, however, some coals, which are unaffected in this respect by moisture, but, as a rule, such coals in their dry or natural state are not subject to oxidation to any noticeable degree.

This letter cannot discuss the many points which affect the liability to fire of certain coals, but exporters and shippers may be able to find some practical help from the following notes:—

I.—*Class of coal.*—Coal for shipment from seams, known as specially liable to spontaneous firing, should only be accepted for shipment in a thoroughly screened condition—fine slack should not be shipped or allowed to be mixed with the lump coal—excepting the small quantity which is unavoidable due to breakage whilst loading the cargo.

II.—As far as practicable, non-friable coal of a hard compact nature should be chosen for export.

III.—The coal should be kept as free as possible from accidental moisture.

IV.—A proper system of loading should be adhered to, avoiding as far as possible the breakage of coal.

V.—The colliers should be vessels built specially for the safe storage of coal.

The following are points to consider in *storing coal for* shipment:—

(*a*) Vertical height of coal to be kept as low as feasible—the greater the vertical height the greater the risk of spontaneous firing.

(*b*) Abstractors or ventilators to be distributed through the hold at different levels—arrangements to be made to have thermometrical records of the coal pile at different levels.

(*c*) As far as possible, the coal holds to be protected from any outside heating, and where feasible, arrangements to be made to keep the "holds" as cool as possible.

(*d*) Extinguishers should be arranged to deal with any fire which may occur. As the coal is in a practically enclosed chamber, if proper safeguards have been previously arranged, the result of a fire need not have very disastrous effects. The arrangements for extinguishing are usually by—

(1) Flooding with water.
(2) Stopping combustion by carbon dioxide (Co^2.)
(3) Stopping combustion by sulphur dioxide.

The latter method appears to be the most efficient and cheapest method.

As this subject is one which will become more prominent in future, those interested will find it a wise policy to make themselves conversant with the real causes and the best modern remedies.—Yours, etc.,

M. B.

APPENDIX I.-3.

EXAMINATION AT KARACHI OF OFFICERS AND ENGINEERS OF THE MERCANTILE MARINE.

No. 329 of 1910.

MARINE DEPARTMENT,
BOMBAY CASTLE, 30th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to request that you will be so good as to lay the following facts before the Board of Bombay Chamber of Commerce.

2. In 1894 a recommendation was made by the Port Officer, Karachi, that a Board of Examiners for the examination of Officers and Engineers of the Mercantile Marine for Certificates of Competency in the Merchant Service should be established at Karachi. The proposal did not then receive the support of the Commissioner in

Sind and the question was dropped. The question has now been revived by the Commissioner in Sind, who, after consulting the Karachi Chamber of Commerce, the Port Trustees, the Chief Commissioner of Customs in Sind and the Collector of Karachi, represents that the want of arrangements for holding an examination of the kind at that place causes great inconvenience to shipping, and that cases have occurred in which the Port Officer, Karachi, has been obliged to have recourse to the irregular course of issuing provisional certificates, to enable vessels to proceed to a port where the requisite certificates could be obtained. The Commissioner is of the opinion that the rapid development of the port of Karachi, since the proposal was last rejected, has materially altered the situation, and thinks that the time has now arrived for providing at that port the same facilities for the grant of certificates to Masters, Mates and Engineers of sea-going ships as exist at the ports of Calcutta and Bombay. In order to give effect to the proposal, the Commissioner has submitted two sets of draft rules, one under Section 10 of the Merchant Shipping Act and the other under Section 36 of the Indian Steam Ships Act 1884. These rules, which with the necessary alterations are the same as those in force in Bombay, are enclosed* for the information of the Chamber. The draft rules under Section 36 of the Indian Steam Ship Act 1884 were provisionally published by the Commissioner in Sind in the *Sind Official Gazette*, no objections or suggestions were received with regard to them.

* To be returned please with the Chamber's reply.

3. The Commissioner further reports that he has made arrangements with the local branch of the St. John's Ambulance Association for imparting to candidates for Masters' and Mates' certificates instruction in "First aid to the injured" and for their subsequent examination.

4. With regard to the Board of Examiners under the two sets of rules, the Commissioner has recommended that the Board for the examination of candidates for Certificates of Competency as Masters and Mates should be constituted as follows:—

President—The Port Officer, Karachi,

Members—Assistant Port Officer, Karachi,

The Lloyds Surveyors,

and that the Board of Examiners under the Indian Steam Ship Act would be nominated by the Commissioner.

5. As it is intended that the certificates to be granted should be Colonial Certificates, the Commissioner has further suggested that an order in Council under Section 102 of the English Merchant Shipping Act should be obtained, and lastly that he should be given the powers of a local Government, so as to enable him to issue the certificates and thus prevent delay to the shipping and trade.

6. On receipt of this representation the Commissioner in Sind was asked to report the number of cases between the years 1895 and 1909, in which the Port Officer, Karachi, had been obliged to issue provisional certificates mentioning the vessels and trades for which such certificates had been issued, and quoting instances, with their respective dates, where great inconvenience had been caused to shipping by the absence of arrangements for examination at Karachi and where provisional certificates had not been granted In reply, the Commissioner forwarded a report from the Port Officer, Karachi, who stated that no provisional certificates had been granted for the reason that such certificates were illegal, and added that the records of the Shipping Office at Karachi showed that 10 cases had occurred in which vessels in port had to leave without their full complement of certificated officers, some of whom had to be left behind, owing to illness or other causes, and quoted the following eight instances in which inconvenience had been caused to shipping by the absence of arrangements for examination at Karachi :—

(1) July 1891—Chief Engineer, S. S. " H. M. Pollock " was sent to Hospital. Vessel was detained for two days awaiting Engineer from Bombay.

(2) 16th December 1893 —Master of the Brig Columbus was sent to Hospital. Vessel had to wait until Master's recovery, as permission was refused to allow her to proceed to sea as the Chief Officer had no Master's certificate.

(3) 6th September 1901—Chief Officer of the S. S. " Carlton" was sent to Hospital. The vessel was delayed as the 2nd Officer had no 1st mate's certificate.

(4) 2nd December 1908—The Chief Officer of the Strathavon died. The vessel was inconvenienced in getting services of another officer.

(5) 4th February 1909—One of the certificated Engineers of the S.S. " Islami " took his discharge. Vessel experienced delay in getting services of 2nd Engineer.

(6) 13th July 1909—The Chief Mate of the S.S. "Ryton" was sent to Hospital. The vessel was inconvenienced in getting services of another officer.

(7) 16th July 1909—Owing to an accident to the Chief Officer of the S.S. "Ballochmyle" at sea, the vessel returned to port to send him to Hospital and to get, if possible, another officer in his place. No officer was available and the vessel had to go to sea again after two days' detention without an officer to replace him.

(8) 2nd March 1910—The Chief Officer, S.S, "Dragoman" was left behind sick. The vessel was delayed until the arrival of another officer from Bombay.

7, On the other hand the Governor in Council is advised that the increase in shipping has in no way altered the situation in Karachi with regard to the necessity of holding examinations at that place, for Karachi is not a terminal but an intermediate port of call for vessels trading from Persian Gulf, Aden and Ceylon with the ports on the Coast of India and places west of Suez. It has been ascertained that only 10 vessels out of the seven hundred and seventy-six which went direct to Karachi from western ports through the Suez Canal, loaded there and proceeded west in the same manner.

8. Almost all the candidates appearing for examination at Bombay belong to the British India Steam Navigation Company, the Asiatic and the Bombay and Persia Steam Navigation Companies' vessels and the establishment of an Examination Board at Karachi will not assist the Officers and Engineers of these Companies as their vessels only remain in Karachi a few hours and on rare occasions a few days when the officers are fully occupied with loading or unloading cargo. These vessels are docked, repaired and undergo survey at Bombay, and candidates avail themselves of the opportunity of appearing for examination there.

9. As is well known, Officers and Engineers of the regular east and west liners and cargo steamers do not, except under special conditions, appear for examination in India; they prefer to await their vessels' return to the United Kingdom, where facilities are available for study for a Board of Trade certificate.

10. With regard to the instances (eight in number) of alleged inconvenience quoted by the Port Officer, Karachi, it is observed that similar difficulty is experienced in all Eastern ports, including ports at which examinations are held, and the introduction of examinations at Karachi will not prevent or meet such cases as the Port Officer has quoted inasmuch as experience in the examination of Officers and Engineers in the Mercantile Marine in Calcutta and Bombay tends to show that they are never prepared to appear for examination, if suddenly called upon to do so, and, if they attempt the examination in such conditions, failure generally follows. It is stated that such instances have occurred when promotion has been offered to an officer, if he could obtain the necessary certificate. During the last three years out of the Officers and Engineers, who appeared for examination in Bombay, under the belief that they were prepared for it, 63 per cent. of the former and 54 per cent. of the latter had failed. This large percentage of failures was due principally to the want of Navigation and Engineering Schools in Bombay.

11. The other objections against holding an examination at Karachi that have been brought to the notice of Government are—

(*a*) that no necessity for holding such examinations at the ports of Madras, Rangoon and Colombo has yet been raised notwithstanding the fact that these ports have a larger aggregate shipping tonnage than Karachi, and are situated much further away from Calcutta and Bombay than Karachi is from Bombay ;

(*b*) that, owing to the probability of fewer examinations being held in Karachi, the standard of examination at that place will not come up to the standard required in Bombay, where frequency of examinations ensures greater experience and efficiency in the examiners ;

(*c*) that considering that there are on an average twelve candidates a month for examination for Colonial Certificates in Bombay, the number in Karachi will be still less and the fees will not pay the cost of holding the examination at that place ; and

(*d*) that, in order to have better qualified men in their vessels and to fill vacancies in the event of sickness and death, it

is now the custom with the great lines of steamers and better class of cargo steamers to insist on all their Officers having a certificate of competency of a higher grade than that in which they may be serving, *i.e.*, a 1st Mate has to possess a Master's certificate and a 2nd Mate a 1st Mate's certificate and so forth. The examination of a Mate occupied three whole days, which is longer than it would take to get an Officer from Bombay to Karachi.

12. In view of the diversity of opinions as set out above, I am to request that you will be so good as to move the Chamber to ascertain the opinion of the Shipping Companies on the proposal and communicate it to Government.—I have, &c.,

L. ROBERTSON,
Secretary to Government.

No. 533 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 23rd June 1910.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 329 of the 30th May 1910, with reference to the proposal that a Board of Examiners for the examination of Officers and Engineers of the Mercantile Marine for certificates of competency in the Merchant Service should be established at Karachi.

In reply, I am to state that the matter was placed before the Shipping Firms in this Port, and from information received my Committee are able to agree with the arguments put forward by Government, and consider it quite unnecessary to arrange for such a Board at Karachi.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-4.

DISTRESSED EURASIAN AND EAST INDIAN SEAMEN.

No. 1217 of 1910.

Shipping Office,
Bombay, 28th September 1910.

The Secretary, Chamber of Commerce,
Bombay.

Sir,—The Committee on Distressed Colonial and Indian Subjects, in submitting their report to the Secretary of State for the Colonies, have come to the conclusion, in order to prevent Eurasian and East Indian seamen becoming distressed in the United Kingdom, that the Masters of vessels (British or foreign) when engaging them on European articles at ports in India should be required to give an undertaking to repatriate them, if the voyage terminates elsewhere than in British India. I have the honour, therefore, to request you to be good enough to favour me with the views of your Committee on the subject for the information of Government.—I have, &c.,

J. E. P. CURRY.
Acting Shipping Master, Bombay.

No. 869 of 1910.

Chamber of Commerce,
Bombay, 27th October 1910.

The Shipping Master,
Bombay.

Sir,—I have the honour to acknowledge receipt of your letter No. 1217 of 1910, dated 28th ultimo, regarding the repatriation of Eurasian and East Indian seamen in the event of their becoming distressed in the United Kingdom.

My Committee desire me to state, in reply, that in their opinion, Sections 184 and 185 of the Merchant Shipping Act, 1894, appear to provide for such a contingency arising as is referred to in your letter, and if such is the case they consider there is no reason for requiring Masters of vessels to give such an undertaking as you suggest.

For ready reference, I am attaching hereto copies of the Sections mentioned above.—I have, &c.,

R. E. GREGOR-PEARSE,
For Secretary.

No. 1371 of 1910.

SHIPPING OFFICE,
BOMBAY, 3rd November 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 869, dated 27th October 1910, with attachment, expressing the opinion of your Committee, regarding the repatriation of Eurasian and East Indian seamen. From the point of view taken by your Committee, Sections 184 and 185 of the Merchant Shipping Act, 1894, appear to provide for the relief of these seamen in the event of their becoming distressed in the United Kingdom.

I have now to request you to be good enough to favour me with the opinion of your Committee as to whether Masters of vessels (British or Foreign), when engaging Eurasians and East Indians on European articles of agreement at ports in India should be required to give an undertaking to repatriate them, if the voyage terminates elsewhere than in British India, with a view to preventing such seamen becoming distressed.

It appears that this recommendation is one designed rather to prevent cases of distress in the United Kingdom than for dealing with them when they arise.—I have, &c.,

J. E. P. CURRY,
Acting Shipping Master, Bombay.

No. 919 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 10th November 1910.

The SHIPPING MASTER,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 1371 of 1910, and, in reply, to state that my Committee do not see their way to favour the suggestion contained in para. 2 of the same.

They are of opinion that the undertaking referred to would act somewhat as a restriction and tend rather to curtail the employment of Eurasians and East Indians in future. To prevent the distress of such seamen, when voyages terminate elsewhere than in British India, it would be sufficient, it is thought, if the Shipping Master was required to draw the attention of Masters of vessels to the provisions of Clause 185 of the Merchant Shipping Act of 1894, which appears to fully provide for such contingencies.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1538 OF 1910.

SHIPPING OFFICE,
BOMBAY, 9th December 1910.

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to correspondence ending with your letter No. 919, dated 10th November 1910, the Committee on Distressed Colonial and Indian subjects recommend that an undertaking to repatriate should be required when Native seamen from the Crown Colonies and Protectorates are signed at Indian ports. I have the honour, therefore, to request you to be good enough to favour me with the views of your Committee on the subject for the information of Government.—I have, &c.,

R. H. H. HOPKINS,
Shipping Master, Bombay.

No. 1034 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd December 1910.

The SHIPPING MASTER,
Bombay.

SIR,—I am directed to acknowledge your letter No. 1538 of the 9th instant, and, in reply, I am to state my Committee consider that the opinion they expressed in their letter of the 10th November last, regarding the repatriation of Eurasians and East Indian applies also to Natives of Crown Colonies and Protectorates. In that letter they stated that they thought it sufficient if the Shipping Master was required to draw the attention of Masters of vessels to the provisions of Clause 185 of the Merchant Shipping Act, 1894, which provides for such repatriation.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX J-1.

IMPORTATION OF CHOLERA FROM NASIK.

No. 1917 of 1910.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23rd April 1910.

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 801, dated the 9th September last, in which the Chamber comment on the importation of cholera into Bombay from Nasik and other places of pilgrimage, and suggest that quarantine camps may be maintained at fairs for outgoing pilgrims, and that arrangements may

be made, as far as possible, to run special pilgrim trains through to centres from which pilgrims come in large numbers.

2. In reply, I am to state that the suggestion made by the Chamber regarding quarantine camps is not one that commends itself to the Governor in Council. The imposition of quarantine would involve the detention of outgoing pilgrims for at least three days, the average incubation period of cholera, the disinfection of all their belongings and not improbably the gratuitous feeding of the greater number of them. In the case of the Sinhast fair at Nasik, it is estimated that accommodation for at least 20,000 persons would be required. It would also not be possible to organize quarantine at Nasik without a rigid cordon around the town which would prove an intolerable nuisance to the townspeople generally. They would also be liable to quarantine greatly to the dislocation of business. Moreover, if free exit from the town were checked during the prevalence of cholera, panic and the breaking of all barriers would follow. In these circumstances, His Excellency in Council cannot contemplate the establishment of quarantine camps at Nasik or other pilgrimage centres.

3. His Excellency in Council approves the suggestion of the Committee that special pilgrim trains should be run on the occasion of special festivals, and it will be brought to the notice of the Railway administrations.

4. I am to add that the scheme for an improved water-supply at Nasik will have been completed long before the next Sinhast fair. In order to enable the Municipality to carry out the scheme, Government have promised a free grant of Rs. 2,44,478 and a loan of 1½ lakhs of rupees. The new works include a supply of good water to the town, the impounding of an increased volume of water in the river, so that there will be a greater flow through the bathing and washing pools (Koonds) in the river bed, and provision for flushing them at more frequent intervals than is possible in existing conditions. The improved water-supply and drainage system and stricter conservancy arrangements along the river side frequented by pilgrims will, it is hoped, cure the evil as its source by preventing altogether the periodic outbreaks of cholera at Nasik.—I have, &c.,

L. ROBERTSON,
Secretary to Government.

No. 469 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 31st May 1910.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 1917, dated the 23rd April 1910, and to express my Committee's satisfaction at the measures taken by Government to prevent the importation of cholera from Nasik and other such places of pilgrimage.

2. My Committee note that the establishment of quarantine camps is not considered feasible, but they are pleased to hear that their suggestion to run special pilgrim trains has been approved of: and that in future an improved water-supply and drainage system, and stricter conservancy arrangements will be in force. Such practical precautions will, it is felt, largely tend to reduce the spread of cholera during the periodic gatherings at Nasik.

3. While on this subject my Committee desire to take the opportunity of drawing the attention of Government to the desirability of taking further precautionary measures against the importation of small-pox into Bombay by returning Haj pilgrims. My Committee are aware of what is already being done in this direction at Perim, Aden and Bombay. Though every care appears to be taken to eliminate cases of small-pox *en route* from Jeddah, it is felt that present precautions do not stop importation, whilst incipient small-pox, in apparently healthy pilgrims, developes after landing, and thus carries infection among the population of this town.

4. As the pilgrimage to Mecca is an annually recurring incident, it is felt that a definite policy should be adopted to exclude all risk of infection from such a source. To fulfil these conditions, two measures are suggested, *viz.*, (*a*) compulsory vaccination at Bombay prior to the Hajies' departure for Jeddah, and (*b*) the formation of a Pilgrim Camp, where Hajies could be under observation until examined and passed as free from infection.

5. With regard to the first proposition (*a*), my Committee think the Turkish Government as well as all parties interested in the welfare of pilgrims would support the proposal, as it would be

beneficial to Jeddah and Mecca, and would relieve the pilgrims of the risk and personal inconvenience to which they are now subjected.

6. My Committee are of opinion that perhaps the aid of the Turkish Government might advantageously be invoked, as the Mahomedan pilgrims would willingly acquiesce in any measure that had the approval of the head of their religion.

7. The second proposal (*b*) would entail some additional expense, but there do not appear to be the same insuperable difficulties in the way, as those referred to in your letter in connection with the quarantine camps at Nasik Fair. The camp need not necessarily be a large one, as the pilgrim steamers return singly and at certain intervals. The Hajies might be sent at once to their destination from the camp without being allowed to mix with the local population. It may be instanced that such arrangements are carried out at the Tetaparai Camp near Tuticorin, which is successfully maintained by the Ceylon Government to prevent the importation of plague from India into that Island.

8. Trusting the matter may receive the careful consideration of His Excellency the Governor in Council,—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 3734 OF 1910.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 8th August 1910.

The SECRETARY,

CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to reply to your letter No. 469, dated 31st May 1910, on the subject of the importation of small-pox into Bombay by Mussalman pilgrims returning from the Hedjaz. The measures suggested for adoption by the Chamber are—

(*a*) the compulsory vaccination of all out-going pilgrims; and

(*b*) the establishment of an Observation Camp for the pilgrims returning from the Hedjaz.

2. I am to state that previous to the receipt of the Chamber's representation, Government had under consideration the question of making vaccination compulsory in the case of outgoing pilgrims; but it was decided that this measure was of doubtful expediency. I am to remark that compulsory vaccination, were it introduced, would propably arouse resentment among the Mahomedan community, as in a great many cases it would be tantamount to preventing a large number of pilgrims on the eve of departure from proceeding upon a journey which is regarded as an imperative religious duty. Government regret, therefore, that they are unable to adopt the suggestion made by the Chamber.

3. While Government are opposed to any measure of compulsion they are anxious to give every possible facility to pilgrims to undergo vaccination. I am to enclose for the information of the Chamber copies of PRESS NOTES, published on the 6th May 1909 and 1st July 1910, from which it will be seen that every endeavour is being made to make vaccination popular among intending pilgrims in Bombay as well as in other Provinces. During the present pilgrim season, the Commissioner of Police in his capacity as President of the Haj Committee is taking such steps in the matter as are practicable, with the assistance of the Protector of Pilgrims and some Musalman Doctors in Bombay. The Municipal Commissioner for the City of Bombay has also promised to arrange to carry out the vaccination of pilgrims free of charge. The Governor in Council hopes that these efforts will lead to useful results. The Government of India have also been asked to move the authorities concerned with the view of securing that stringent measures may be adopted by the Turkish Government to mitigate the scourge of small-pox in the Hedjas.

4. With regard to the establishment of an Observation Camp in Bombay for the returning pilgrims, I am to state that of the returning pilgrims nearly 70 per cent. proceed at once to the railway station or leave this City within a day or two after arrival. Detention in their case would be regarded as a vexatious hardship; they would spend what little money they possessed and thus would swell the number of indigent pilgrims in Bombay. The existing *musafarkhanas* practically serve as places of observation. The number of pilgrims returning from Jeddah at any one time in the City is never as great as the number of outgoing pilgrims at any one time. Cases of small-pox on board returning pilgrim-ships are

removed immediately on arrival to hospital under the orders of the Health Officer of the Port, and among the healthy pilgrims (who are taken charge of by the Pilgrim Department), the number of cases of infectious disease which occur during the interval between the date of their landing and their departure from Bombay is not large when compared with the number of pilgrims that pass through Bombay to their homes up-country. Thus during the last return pilgrim season only four such pilgrims were removed to the Arthur Road Hospital, suffering from infectious diseases. Of these four only one was a case of small-pox.

5. I am further to state that the only suitable site for an Observation Camp would be somewhere North of Jacob Circle on the West and Byculla Bridge on the East. Such a camp would be too far removed to be properly supervised by the Pilgrim Department, which already has difficulty in coping with the work which devolves on it during the outgoing and returning pilgrim seasons. Another objection is that such a camp would be very inconvenient to the pilgrims themselves, who have to visit the Police Office daily on a variety of matters in which they receive help from the Pilgrim Department. In these circumstances, the Governor in Council does not think it necessary to take any action towards the establishment of an Observation Camp in Bombay for pilgrims returning from the Hedjaz as proposed by Chamber —I have, &c.,

L. ROBERTSON.
Secretary to Government.

PRESS NOTE.

The following letter No. 2396, dated 8th May 1909, has been addressed by Government to Mr. S. M. Edwardes, I.C.S., President of the Haj Committee, Bombay:—

"I am directed to address you on the subject of the vaccination or re-vaccination of all pilgrims leaving Bombay for Mecca.

"2. Small-pox frequently prevails as a virulent epidemic in the holy cities and other places in Arabia, and a year seldom passes without the disease being brought to India by pilgrims returning from the Haj. During the past 12 months, among 27,209 pilgrims 203 cases of small-pox developed during the return voyage. The measures taken in Bombay for dealing with these cases are (1) to

send the small-pox patients to hospital, (2) to disinfect the clothing bedding, and other belongings of the pilgrims arriving in the same steamer and (3) to offer the pilgrims vaccination free of charge. These measures, however, do not prevent the spread of the disease. Many of the returning pilgrims are incubating small-pox when they land in Bombay and develop it subsequently in their villages up-country where they become foci of infection. If Indian pilgrims were vaccinated or revaccinated, as the case may be, immediately before leaving India for Mecca, it would result in incalculable benefit to the pilgrims, and the danger of small-pox being annually imported into India would be lessened.

"3. I am to request that you will be good enough to lay these facts before the Haj Committee, and to enquire what steps they are prepared to take to bring to the notice of pilgrims before departure, the extreme desirability of vaccination and the danger of going to the Haj unprotected. Government are inclined to think that a little persistence on the part of a few influential Musalmans in tendering friendly advice in this connection might lead to a large percentage of vaccination among the pilgrims, and thus save much suffering and loss of life. His Excellency the Governor in Council, I am to add, considers that there are few matters in which the members of the Haj Committee could render more valuable service than in thus assisting to secure the protection of the Hajis."

PRESS NOTE.

The following correspondence between this Government and the Government of India on the subject of the advisability of warning intending pilgrims (1) not to give credence to information circulated by irresponsible persons from the Hedjaz, and (2) to consider the desirability of getting themselves vaccinated or re-vaccinated before leaving for Bombay, is published for general information :—

Letter to the Government of India, Home Department (Sanitary), No. 1700, dated 9th April 1910—

"I am directed to state that during the outgoing pilgrim season of 1909 about 13,000 pilgrims arrived in Bombay between the 20th October and 15th November 1909, and there were at one time in the City over 9,000 pilgrims. This sudden and heavy influx imposed a severe strain on the Pilgrim Department, Bombay, and caused a

rise in the rates of passages to Jeddah which by the end of November reached the abnormally high figure of Rs. 70 and 75 for a single passage. I am to enclose copies of the communications noted in the margin from the Protector of Pilgrims, Bombay, from which it will be seen that the rush of pilgrims from other Provinces into Bombay was due in a great measure to the action of Mutawifs (Bengal Mahomedans) from Arabia who by spreading reports of cheap passages and by various other methods, succeeded in persuading their co-religionists to perform the Haj. It is desirable that a warning should be issued to intending pilgrims to prevent a recurrence of the inconveniences and loss suffered by them. I am to request therefore that Local Governments and Administrations may be moved to publish notifications broadcast in their territories urging residents to give no credence to information circulated by irresponsible persons from the Hedjaz and advising them to apply direct for information to the Protector of Pilgrims in Bombay.

Letter No. 245 P.—9, dated 4th March 1910 (paragraph 6).
Report No. 427-P.—1, dated 8th July 1909.

"2. I am also to refer to another matter which affects closely the interests of pilgrims. Small-pox frequently prevails as a virulent epidemic in the holy cities and other places in Arabia, and a year seldom passes without the disease being brought to India by pilgrims returning from the Haj. There can be no doubt that, if Indian pilgrims were vaccinated or re-vaccinated, as the case may be, immediately before leaving India for Mecca, it would result in incalculable benefit to the pilgrims, and the danger of small-pox being annually imported into India would be lessened. This Government are endeavouring with the help of the Haj Committee, Bombay, to carry out the vaccination of all outgoing pilgrims who can be prevailed upon to submit to the operation. The Governor in Council is of opinion that these efforts would be furthered to a great extent if other Local Governments and Administrations were to co-operate with this Government in the matter. I am accordingly to request that these Governments may be addressed on the subject and requested to issue notifications impressing upon Mahomedan residents within their jurisdiction, who intend to perform the Haj, the great desirability of getting themselves vaccinated or re-vaccinated before leaving their homes for Bombay. The local authorities concerned and the heads of districts, etc., might also be asked to

endeavour to popularize vaccination of intending pilgrims in the villages and towns and to grant vaccination certificates to those who submit to it before departure for Bombay."

Circular letter from the Government of India, Home Department (Sanitary), No. 926—940, dated 17th May 1910, to all Local Governments and Administrations.

I am directed to forward, for {the information of / your information} {the Governor in Council / H. H. the Lieut.-Governor}, a copy of a letter from the Government of Bombay, No. 1700, dated the 9th April 1910, requesting that the other Local Governments and Administrations may be asked to issue notifications (*i*) urging residents to give no credence to information circulated by irresponsible persons from the Hedjaz and advising them to apply direct to the Protector of Pilgrims, Bombay, for any information which they may require ; and (*ii*) impressing upon Muhammadans who intend to perform the Haj the great desirability of being vaccinated or re-vaccinated before leaving their homes for Bombay. The Government of Bombay also suggest that heads of districts and other local officials should be asked to endeavour to popularize vaccination among intending pilgrims and to arrange for the grant of certificates to those who are vaccinated or re-vaccinated before their departure for Bombay.

2. I am to request that [, with the permission of {the Governor in Council / H. H. the Lt.-Governor},] orders may be issued to give effect to the suggestions made by the Government of Bombay.

No. 687 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 18th August 1910.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 3734 of the 8th August 1910, together with copies of Press Notes on the subject of the importation of small-pox into Bombay by Musalman pilgrims returning from the Hedjaz,—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX J-2.

BILLS OF HEALTH TO VESSELS LEAVING BOMBAY.

No. 4975 of 1910.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In forwarding herewith copy of a letter from the Health Officer of the Port of Bombay, No. 1217, dated the 31st August 1910, I am directed to request that you will be so good as to obtain, and furnish to Government, the opinion of ship-owners on the procedure adopted by the Port Health Officer with regard to the grant of bills of health to vessels bound for Marmagoa *en route* to a port outside India.

2. Copies of the Government Notifications referred to by the Port Health Officer are forwarded herewith for facility of reference.—I have, &c.,

L. ROBERTSON,
Secretary to Government.

No. 1217 of 1910.

BOMBAY PORT HEALTH OFFICE,
Dated 31st August 1910.

The PERSONAL ASSISTANT TO THE SURGEON-GENERAL
WITH THE GOVERNMENT OF BOMBAY.

SIR,—I have the honour, in continuation of this office No. 1193, dated 29th August 1910, to the Secretary to Government, General

Department (copy of which was forwarded to you under this office No. 1194, dated 29th August 1910), to request that the orders of Government may be obtained on the following point.

2. Previous to the issue of Government Notification No. 1909-P, dated 17th December 1908, stopping inspection of coasting steamers vessels bound for ports out of India *via* coast ports in this Presidency obtained Bills of Health from Bombay and were bound by Government Notification No. 1945-P. dated the 7th May 1901, so far as passengers taken on at other ports in the Bombay Presidency were concerned. Now, as the granting of Bills of Health from Bombay to such vessels is irregular under the first of the above-quoted Notifications, I have discontinued the practice, and vessels calling at ports in the Presidency before leaving India have to act in accordance with the latter orders.

3. There are, however, some vessels which sail for East Africa *via* Marmagoa only, and, although the latter port is treated as a coast port in India for the purposes of the former Notification, it cannot be held to be a port in the Bombay Presidency for the purposes of the latter Notification, seeing that Port Clearance for foreign ports can be obtained there irrespectively of the orders in question.

4. In these circumstances, I am giving Bills of Health to vessels which only call at Marmagoa, as "Bound for that Port *en route* to....." on condition that the Master of each gives me a certificate that he is not taking passengers from Bombay to Marmagoa. This procedure is, in my opinion, fair, as British Bills of Health are required at foreign ports for vessels leaving Bombay, and, so long as such be only given as to Marmagoa, the first port of call, passengers taken on there are covered by a Portuguese Bill of Health and Foreign Authorities are satisfied.

5. I would, therefore, request that my procedure, which I shall continue pending orders, be approved, and that I be permitted to give Bills of Health to such vessels, provided passengers be not taken from Bombay to Marmagoa.—I have, &c.,

W. E. JENNINGS, M.D., D.P.H.,
LIEUT.-COL., I.M.S.,
Health Officer of the Port.

No. 1945—P.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 6th May 1901.

NOTIFICATION.

In exercise of the powers conferred by Government of India Notification No. 302 (Sanitary), dated 4th February 1897, the Governor in Council is pleased, under Section 2 of the Epidemic Diseases Act, 1897, to prescribe the following temporary regulations with the object of preventing the spread of plague by sea from the minor ports in this Presidency :—

I.

Vessels sailing from any place in the Bombay Presidency for any port out of * India will in future be required to stop at one of the following ports, *viz.*:—Karachi, Broach, Surat, Bombay, Ratnagiri or Karwar, for the purpose of the medical inspection of the crews and passengers and the disinfection of their bedding and kit prescribed below, and the Customs authorities at all other ports are hereby required to refuse port clearance for ports out of British India.

II.

The Rules for the medical inspection and disinfection of the kit of passengers by sea sailing from Bombay and Karachi shall be those published in Notifications No. 3892-P. of 14th June 1899 and No. 3160-P. of 10th May 1899.

The following Rules shall in future be applied at the following ports :—Broach, Surat, Ratnagiri, Karwar.

Rule I.—No vessels shall leave the port for Aden, Perim or any port out of India until she has been inspected by the Civil Surgeon or such other Medical Officer as may be authorised in this behalf by the Governor in Council and until the master or person in charge of such vessels has obtained a bill of health or certificate from such officer that the master or person in charge and the crew have been medically examined by him by day on shore, and that the passengers (if any) have also been medically examined by him by day on shore before embarkation, and that all are free from plague, and further

* *Vide* notification No. 3290/P of 5th August 1901.

that he has caused to be properly disinfected in the manner prescribed in the Appendix all the clothing, bedding and other articles of baggage of the Asiatic and African members of the crew and of any third class or deck passengers and Asiatic or African servants conveyed in such vessel. The Consular Authority interested in any vessel under this rule may be present at the said inspection, medical examination and disinfection.

Rule II.—(*a*) Should the Medical Officer consider that any passenger so examined is suffering from plague, or is not free from the infection of plague, he shall prevent such person and his or her relative and non-medical attendants from embarking, and their baggage and personal effects shall not be allowed on the vessel, and, if already placed on board, shall be removed as early as possible.

(*b*) Should the Medical Officer consider that any passenger already on board from another port or any member of the crew of the vessel is suffering from plague, or is not free from the infection of plague, he shall prevent such person from re-embarking on such vessel and shall refuse to give the bill of health or certificate referred to in Rule I, unless and until the baggage and personal effects of such person have been removed from the vessel and such parts of the vessel as have been occupied or frequented by such person shall have been disinfected to the satisfaction of the Medical Officer and all such procedure and precautions taken as regards the disinfection of the vessels shall be noted in the bill of health. The baggage and personal effect also of such persons as were in immediate contact with such infected case shall, according to the discretion and under the supervision of the Medical Officer, be disinfected, and the names of those persons shall be given to the vessel's surgeon or the master or person in charge of the vessel for supervision on the voyage.

(*c*) All contaminated or suspected articles shall be thoroughly disinfected on shore or in a disinfection barge under the supervision of the Medical Officer in the manner prescribed in the Appendix.

For the purposes of this rule the term "relatives" shall mean such relatives as have been living with or have been, in the opinion of the Medical Officer, in dangerous communication with the infected case for any time within the eleven days immediately preceding the discovery of the case at the medical examination held under these rules.

Rule III.—If in the course of disinfection any clothes, bedding or other articles under Rule I or Rule II (*c*) any damage is caused to such articles, the Medical Officer is authorized to pay to the owner thereof such compensation as he may deem reasonable.

Rule IV.—After the master or person in charge of the vessel has obtained a bill of health or certificate under the provisions of these rules, no cargo or goods of any kind shall be embarked or disembarked before the vessel leaves the port, unless such vessel is again inspected by the Medical Officer and another bill of health or certificate obtained from such Officer by the master or person in charge of the vessel, and no person shall be permitted to embark who has not been examined as required by Rule I by the Medical Officer, who shall amend the bill of health or certificate accordingly.

Rule V.—No port clearance shall be delivered to any vessel, unless and until the master or person in charge thereof shall produce the bill of health or certificate to be obtained as aforesaid. And delivery of the port clearance shall be refused until such master or person in charge shall produce such bill of health or certificate which shall be subject to the provisions of Rule VI.

Rule VI.—Vessels not leaving port before 6 A.M. of the day following, the inspection referred to in Rule I may not leave without re-inspection, but if there shall have been no communication between any such vessel and the port, the master, crew and passengers of such vessel may be medically examined on board.

Rule VII.—The inspection of vessels and the medical examination of passengers and the disinfection of articles shall be carried out between sunrise and sunset.

Rule VIII.—Should the Medical Officer prevent the embarkation or sailing of any person under these Rules, such person may be removed to and kept at a hospital or place of observation appointed for the purpose.

Rule IX.—Disobedience of any of the above Rules I, II, IV, V, VI and VIII will subject the offender and all persons aiding and abetting him to a prosecution under the Indian Penal Code.

Rule X.—The term "Medical Officer" used in these Rules shall mean the Civil Surgeon or other Medical Officer appointed by the Governor in Council and referred to in Rule I.

APPENDIX.

Under clothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* and other articles to be disinfected should be exposed for 15 minutes to saturated steam—under pressure, if possible—at a temperature of not less than 100°C. (212°F), care being taken that the steam shall reach all parts of each article to be disinfected.

Disinfecting solutions—

(*a*) Solutions of corrosive sublimate of one part in 1,000 with the addition of two parts in 1,000 of hydrochloric acid or 160 grains of chloride of soda in one gallon of water. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbolic acid, or five per cent. of crude commercial carbolic acid, free from tar oils in a warm solution of soft soap. The carbolic solutions will be useful more particularly for disinfecting articles, such as metals and instruments, which can neither be subjected to a temperature of 212°F. nor placed in contact with corrosive sublimate solutions. They may also be used at ports not provided with a disinfecting stove of the prescribed pattern.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE.

Notification.

No. 1909-P., dated 17th December 1908.

"In exercise of the powers conferred by the Epidemic Diseases Act, 1897, the Governor of Bombay in Council is pleased to prescribe that the rules prescribed in the Notification No. 3892-P., dated the 14th June 1899, and any other Regulations made in exercise of the powers conferred by the said Act for the inspection, medical examination, or disinfection of persons leaving Bombay by sea, shall not apply to persons embarking in vessels proceeding to ports in India (including Burma)."

No. 952 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 23rd November 1910.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 4875 of 10th ultimo, I have the honour to advise that my Committee consider that, whilst the procedure proposed in regard to granting Bills of Health for steamers proceeding *via* Marmagoa to East Africa may be introduced, it is not desirable the same should form a precedence. The examination of crew and passengers and disinfection of baggage should, as a general rule, be undertaken at terminal ports and not at intermediate ports, where facilities do not exist for sending all hands on shore while steamers lie in open roadsteads.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX K.

LANDING AND SHIPMENT OF GOODS DURING THE BUSY SEASON.

No. 6649.

BOMBAY PORT TRUST,
BOMBAY, 10th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce a copy of a letter sent to each of the several firms doing business at the Docks, inviting their co-operation and assistance in matters relating to the landing and shipment of goods during the present season which it is anticipated will be one of great activity involving great pressure on the accommodation in the present docks.—I have, etc.,

H. E. HART,
Secretary.

No. 6636

BOMBAY PORT TRUST,
BOMBAY, 10th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed by the Trustees to invite your co-operation and assistance in matters relating to the landing and shipment of goods during the present season, which it is anticipated will be one of great activity, involving great pressure on the accommodation in the present Docks.

2. In the case of exports I am to point out that, with the present limited accommodation, it entirely disorganises all arrangements and in fact makes the task of the Dock Officers, and particularly of the Labour Contractors, almost impossible, if shipments are delayed until the end of the month, and are then rushed down in quantities which glut the sheds and wharves and cause hopeless blocking of the cart traffic. It is essential if the greatest advantage is to be taken of the Dock accommodation that shipments should be better distributed and not reserved until the last few days of each month.

3. I am to intimate that having these considerations in view, the Trustees propose to give directions that the provision of Dock Bye-laws Nos. 11 to 14 inclusive, relating to the minimum rate of working shall be strictly enforced.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth, if required, to a working vessel.
12. A vessel which may have remained in the Dock idle for two days may be ordered out of Dock by the Superintendent, should the space she occupies, whether next to the quay or not, be required.
13. Should a vessel in three weather working days load less than 1,200 tons, she will be liable to have to give up her berth to a working vessel.
14. Should a vessel in five weather working days load less than 2,500 tons, she will be liable to be ordered out of Dock.

4. I am further to invite exporting firms to give the Docks Superintendent warning as long as possible beforehand of any large shipments to be made on any particular day or days, and also to restrict the quantities of goods sent to the Sheds for shipment to quantities not exceeding those which the staff have intimated from time to time, they are prepared to receive.

5. I am lastly, with reference to the supply of labour, to invite the attention of shipping agents to the extreme inconvenience caused by requisitioning for more gangs than are actually required for working cargo, which obviously must disorganise the labour arrangements. —I have, etc.,

H. E. HART,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th December 1909.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 6649 of the 10th instant, together with a copy of a letter addressed to all Shippers regarding the landing and shipment of goods during the present season, and to thank you for the information contained therein.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1629.

BOMBAY PORT TRUST,
BOMBAY, 24th March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to say that the Trustees have had under consideration the question of the very serious congestion at the Docks. As matters stand at present 10 steamers have arrived and are awaiting berths and the Dock accommodation is being taxed to the utmost without any prospect of being able to fill all requirements.

I am to say that the Trustees have discussed various measures to afford relief and after prolonged consideration it has been decided that the Docks Superintendent should whenever possible arrange with

Agents and Charterers to take in overside cargo before coming into Docks and also that the minimum rate of loading prescribed in the Dock By-laws Nos. 13 and 14 should with effect from 1st May 1910 be altered to,

For first 3 days 1,500 tons
„ „ 5 „ 3,000 „

and thereafter 600 tons per day, and that this change should be notified at once.

I am also to say that the Trustees resolved that the Chamber of Commerce should be informed of the above-mentioned decisions with a view to Charterers and Shipping Agents being immediately apprised of the intended change.—I have, etc.,

H. E. HART,
Secretary.

No. 291 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 7th April 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge with thanks receipt of your letter No. 1629 of the 24th ultimo, and to inform you that the information regarding the intended change in the minimum rate of loading in the Docks has been conveyed as desired to steamer Agents and Shipping firms.

I am also to add that my Committee desire to draw your attention to the great congestion of traffic in the Docks, as this is believed to be a contributory cause of delay in loading shipments. It is very desirable that every facilities should be provided for the free movement of traffic within the docks, and my Committee therefore trust that this matter will receive your early consideration.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2331.

BOMBAY PORT TRUST,
BOMBAY, 28th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
BOMBAY.

SIR,—Referring to your letter No. 291, dated 7th April 1910, in the matter of congestion of traffic in the Docks, I am directed to say that the Docks Superintendent reports that every berth in the Docks is now being worked up to its fullest capacity and an enormous quantity of imports and exports is daily being transported by carts—16 to 18 thousand loaded carts pass daily through the gates. Besides the above there is the passenger traffic, the transhipment traffic and carting of rail-borne consignments from the rail-borne cargo sheds within Dock limits, while private carriages of Agents, Charterers, Shippers, etc., which are brought into the Docks in themselves form a very considerable item in the congestion. There is, in fact, a continual flow at each gate, and the above figures would probably be doubled, if a record were kept of all vehicular traffic.

Charterers of vessels are often responsible for seriously further congesting the roads by bringing in large amounts of exports for vessels, which are shut out, in some cases amounting to 2,000—4,000 bags. Besides seriously hampering the work of the vessel following in the berth, these large amounts of shut out cargo have to be carted through the Docks to another berth.

Again Shippers are responsible for frequently rushing in large amounts of exports, over and above the amount given permission for by the Dock Officers, the consequence being that a block ensues and a berth has often to accommodate nearly twice the amount of goods arranged for.

The Collector of Customs has been addressed to allow goods on "Cutcha" passes to go out of the nearest gates, and if this is agreed to, it will help to minimise cross traffic within the Docks to some extent.

A large staff is employed daily with the aid of the Police in regulating the traffic on the narrow and crowded roads of the Docks,

and I am to say that it would be of great assistance in the management of the Docks, if you will kindly impress on the Members of the Chamber of Commerce the importance of working with the Docks Officials, so that the amount of goods to be received in a day can be properly regulated and controlled.—I have, etc.,

H. E. HART,
Secretary.

No. 367 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 2331 of the 25th ultimo. It has now been circulated among the Members for their information, and my Committee will use their best endeavours to impress upon all concerned the importance of working with the Dock Officials so as to facilitate as far as possible the traffic in the Docks.

2. While acknowledging the great improvement that has recently been effected in the regulation of traffic, my Committee feel that further efforts are necessary in this direction. The Wharf Rangers as a body are doing good service, but some appear to be unable to exercise sufficient authority over the workmen. The Wharf Rangers generally might be given greater summary powers over the coolies and cartmen.

3. One of the chief causes of congestion is felt to be the careless way in which import cargo is dealt with, more especially in C, D, E and F berths in Prince's Dock. If this cargo was stacked more closely and under some recognised method, more space would be available, and congestion would, it is believed, be appreciably relieved.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX L.

INCREASE OF TRUSTEES ON THE PORT TRUST BOARD.

No. 1543.

GOVERNMENT OF INDIA,
LEGISLATIVE DEPARTMENT,

Dated Simla, the 22nd April 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to refer to the memorial, dated 31st July 1909 addressed by you on behalf of the Bombay Chamber of Commerce to the Governor General in Council, through the Secretary to Government, Legal Department, Bombay, requesting that the assent of His Excellency the Governor General should be refused to Bill No. I of 1909 of the Bombay Legislative Council, or to the amendments proposed to be made by it in the Bombay Port Trust Act, 1 879.

2. I am to say that His Excellency the Governor General fully recognised the weight of the objections to the Bill which were set forth in the memorial in question ; and that before arriving at a decision in the matter, those objections, together with the opinions expressed on them by the Government of Bombay, received careful consideration. The decision arrived at was that it was not desirable to take so unusual a step as that of refusing assent to a law passed by the Legislative Council of His Excellency the Governor of Bombay on the grounds set forth in the memorial.—I have, etc.,

R. SHEEPSHANKS,
Offg. Secretary to the Government of India.

No. 356 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 28th April 1910.

The SECRETARY TO THE GOVERMENT OF INDIA,
LEGISLATIVE DEPARTMENT,
Simla.

SIR,—I have the honour to acknowledge receipt of your letter No. 1543 of the 22nd instant, regarding this Chamber's Memorial to the Government of India on the subject of Bill No. I of 1909 of the Bombay Legislative Council.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-1.

STORAGE OF LIQUID FUEL ON PORT TRUST PREMISES.

No. 177 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 4th March 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

DEAR SIR,—The question of the storage of Liquid Fuel has been brought to the notice of the Chamber, as the existing arrangements do not appear to meet the present or future needs of the growing trade in this commodity.

This fuel, it appears, can only at present be stored in one tank belonging to the Asiatic Petroleum Company at Mody Bay, and it is reported that the Port Trust will not guarantee that it will remain there after the expiry of the present lease in April 1911. As a consequence the above Company cannot enter into contracts for supply beyond this date; and as sites in these localities are

not made available, the various other Oil Companies are unable to import supplies on their own account, and the expansion of the trade is thus seriously hampered.

It is the opinion of my Committee that the trade in Liquid Fuel is one that is bound to increase, if supplies are obtainable at moderate prices. In addition to what is required for local and up-country consumption, provision will, it is believed, have also to be made for vessels visiting this Port, which burn this fuel instead of coal.

In these circumstances my Committee urge the necessity of an early consideration of this important question, and the advisability of arriving at some definite decision as to the future location of the Liquid Fuel tanks.

If, as is probable, the tanks will be placed in the neighbourhood of Sewri, it would appear necessary, in order to facilitate the unloading of oil vessels, either that the harbour be dredged deeper up to the new reclamation, or that a pier be run out from the latter into deep water.

In conclusion my Committee would be obliged if you would favour them with your views on the subject, as an interchange of idea would re-assure the trade as to its future position.—I am, etc.,

J. B. LESLIE-ROGERS
Secretary.

No 186 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 4th March 1910.

The SECRETARIES, BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIRS,—I am in correspondence with the Port Trust regarding the present and future arrangements for the storage of Liquid Fuel, and I would be obliged if you could give me any information on the subject. Copies of any correspondence between your Association and the Port Trust and any report by the Inspector would be very helpful in the circumstance.

Regretting the trouble I am giving and thanking you for your assistance in this matter,—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1477.

BOMBAY PORT TRUST,
BOMBAY, 17th March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your No. 177, dated 4th March 1910, I am directed to say that the importance of the question is fully realized, and the Chairman has had the matter under his consideration for some time and hopes very shortly to put forward proposals for satisfactorily dealing with the matter.

With regard to your reference to other Oil Companies desiring to import liquid fuel on their own account, I am to say that the Trustees have had no inquiries from any but the Asiatic Company; but the other Companies are now being addressed as to their intentions and the extent of the accommodation they will require for storage if a suitable site is made available.—I have, etc.,

H. E. HART,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 16th March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 4th instant, we send you herewith a copy of a report which the Inspector has submitted regarding the arrangement for the storage of Liquid Fuel, and a copy of our rules referred to in the Inspector's report.—We are etc.,

A. F. FERGUSON & Co.,
Secretaries.

THE BOMBAY FIRE INSURANCE ASSOCIATION,

BOMBAY, 11th March 1910.

The SECRETARIES TO THE ASSOCIATION.

Bombay.

DEAR SIRS,--With reference to the letter from the Secretary of the Chamber of Commerce regarding the storage of Liquid Fuel by the Port Trust I beg to report as follows:—

This Association have had no correspondence with the Port Trust on the subject. We have no rules relating to the storage of Liquid Fuel in bulk. Our rules as given on pages 15 and 16 of the Tariffs refer to the use of Liquid Fuel for Boilers and Engines. As a matter of interest copies of these might be given to the Chamber of Commerce.

I do not know where the Port Trust propose to make arrangements for the storage of Liquid Fuel, but it should certainly not be anywhere in the vicinity of the Docks or even near any property. Such storage would be a menace to life and property, and in the case of the Docks it would have an unfavourable effect on insurance rates. Storage of Liquid Fuel in bulk should follow the same lines as Oil in bulk.

The following points should receive attention, and may be of use to the Chamber of Commerce dealing with the Port Trust:—

(1) The tanks should be located beyond city limits and situated at the lowest point available. They should not be within 500 feet of any burnable property.

(2) The tanks should be strongly built of rivetted steel or iron plates, well stayed on the inside. They should have ventilation pipes with gauze covers to the outlets. Lightning arrestors should be provided.

(3) *Each* tank should be surrounded by an *earth* embankment having a crown of not less than three feet and a slope of at least 2 to 1 on both sides. The reservoir thus formed should have a capacity of at least 1½ times that of the tank surrounded. There should be no openings in the embankment. Steps should be provided where it is necessary to

pass *over* the embankment. Under no circumstances should pipes supplying or discharging fuel break through the embankment. The pipes must pass over it, or be laid under it, well *below* the surface of the ground. A pipe for drainage of rain water should be similarly arranged, but with a sluice valve *locked shut* on the outside of the embankment.

(4) Pumps for supplying or discharging fuel should be located *outside* the embankment, and at such a point that they would be accessible at all times, even if the fuel in a tank should be on fire.

(5) If steam is available, an independent steam pipe projecting into a tank above the surface of the fuel might prove useful, if a fire did occur.—I have, etc.,

J. ROTHWELL ALLEN,
Inspector.

Rules to be observed in connection with the use of Liquid Fuel for Boilers.

1. No fuel to be used having a flash point of less than 150° Fahrenheit (close test). T. N. 81—1902

2. Lighter Oils having a lower flash point than 150° Fahrenheit (close test) must not, under any circumstances, be mixed with the fuel. Do.

3. Tanks must be solidly constructed and not liable to leak. They must be erected on suitable supports of either iron or masonry. In the case of a large Installation, it is preferable to have two or three small tanks rather than one large one.

4. Tanks must be fixed over a well which would collect any fuel that may leak or be spilt through careless handling.

5. A vent pipe (suitably protected by wire gauze to prevent sparks, &c., entering) must be fixed, and also a lightning conductor.

6. Tanks must be located at a distance of 40 feet from the Boilers and not within 100 feet of the main block of a mill, *i. e.*, Blow, Card, or Spinning Rooms.

In case the compound of any premises prevents this rule being complied with, particulars of such must be submitted to the Association.

7. The feed pipes must be substantially fixed and not liable to be dislodged by any vehicular traffic.

8. At the end of the feed pipe, nearest the tanks, a valve must be placed, so that the supply can immediately be cut off.

9. When the engine stops care must be taken to *properly* shut off any fuel from running into the furnace and accumulating there.

10. Not less than 12 buckets filled with dry sand shall always be kept beside the service tank and 12 buckets beside the stoke hole so as to be immediately available in case of fire

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No 1290 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 7th April 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 1477 of the 17th ultimo, regarding the question of the storage of liquid fuel.

With reference to this subject, I am to say that my Committee would be obliged if the Trustees would give an assurance that other storage will be provided before the existing tanks are removed, as without some definite pronouncement on this point dealers cannot arrange for forward contracts.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-2.

STORAGE OF SUGAR CARGOES.

The BOMBAY FIRE INSURANCE ASSOCIATION,

BOMBAY, 11th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We send herewith for your information copy of a letter which has been addressed to the Port Trust, regarding the storage of sugar cargoes at the Docks and in the Port Trust Warehouses.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 11th May 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—It has been brought to the notice of our Committee that sugar is being stored in large quantities in the Dock Warehouses as well as in other Warehouses under the control of the Port Trust, the quantities being much larger than usual, and considerably in excess of those anticipated at the time the Insurance rates were fixed.

Several fires involving Insurance Companies in very heavy losses have occurred during the past year or two with the result that this Association has been compelled to enhance the Insurance rates as per copy of Tariff Notice herewith, the former rate chargeable being 3 annas with warranty (*b*).

The Committee think it is fairly obvious that this increased storage in the Docks is being made to escape the increased rates outside. The extensive storage of sugar in the Docks and Port Trust Warehouses increases the insurance risk very materially. In the circumstances, therefore, the Committee feel compelled to represent to the

Trustees the desirability of steps being taken at an early date to restrict the storage of sugar, as otherwise the Association may find it necessary to reconsider the rating of the Warehouses.

The Committee consider the maximum amount of sugar to be stored in one godown should, if possible, be limited to 2,500 bags.—We have, &c.,

A. F. FERGUSON & Co.,
Secretaries.

T. N. No. 20 OF 1910.

THE BOMBAY FIRE INSURANCE ASSOCIATION.

TARIFF NOTICE.

SECTION A.

Insert after the word "Straw" in Warranty (*b*) and after Matches (exceeding 5 gross of boxes)" in Warranty (*c*) the words "Sugar exceeding 2,500 bags." The warranties will then read as follows :—

(*b*) Warranted that no Acetylene, Benzine, Benzoline, Bi-Sulphide of Carbon, Brimstone, Calcium Carbide, Camphine, Camphor, Candles, Caoutchouc, Cartridges, Celluloid, Xylonite and other similar substances, Charcoal (powdered), Chlorate of Potash, Chlorate of Soda, Cocoanut and other Vegetable Oils, Coir and Coir Yarn, Cordite, Cotton (whether in fully pressed bales or otherwise), Crackers, Explosives of all kinds, Fireworks, Fulminating Powder, Ghee, Grasses of all kinds, Gunny Bags other than in original pressed bales, Gunpowder, Gutta Percha, Hay, Hemp, Hessians (other than in original pressed bales), Jute in fully-pressed bales or otherwise, Kerosine, Lampblack, Lime, Matches of all kinds, Mungo, Naphtha, Nitrate of Soda, Nitro Glycerine, Oils and Oil Paints, Paraffine, Percussion Caps, Petroleum and its products, Phosphorus, Pitch, Potash, Rags Resin, Rockets, Rock Oil, Saltpetre, Shoddy, Spirits of all kinds, not in bottles, Stearine, Straw, *Sugar exceeding 2,500 bags*, Tallow (manufactured or unmanufactured),

Tar, Turpentine, Varnish, Vegetable Fibres of all kinds, Waste of all kinds, will be stored for business purposes in any one compartment or tenancy of the premises hereby insured, and that no part of the premises be occupied by Workers in Wood, Blacksmiths, Confectioners and Sugar-boilers, Bakers, Cotton and/or Wool Cleaners, Printers, Mill Store Dealers, Ship Chandlers, and that no hazardous trade or process be carried on.

(*c*) Warranted that no Cotton, Cotton Waste, Crackers, Explosives of all kinds, Fireworks, Gunnies and/or Hessians (other than in original pressed bales), Hay, Hemp, Jute, Oils (exceeding 50 gallons), Matches (exceeding 5 gross of boxes), *Sugar exceeding 2,500 bags*, Timber, Vegetable Fibres of all kinds, will be stored for business purposes in any one compartment or tenancy of the premises hereby insured, and that no part of the premises be occupied by Workers in Wood, Blacksmiths, Confectioners and Sugar-boilers, Bakers, Cotton and/or Wool Cleaners, Printers, Mill Store Dealers, Ship Chandlers, and that no hazardous trade or process be carried on.

Insert the following in part II Special Risks, after "Stables" and before "Sugar Boiling Premises":—

			Not less than annas per cent. per annum.		
			Class I.	Class II.	Class III.
* Sugar in Godowns not more than	2,500 bags stored.		6	8	16
* Do.	do.	15,000 do.	8	12	20
* Do.	do.	20,000 do.	10	14	24
* Do.	do.	30,000 do.	12	16	28
* Do.	storage exceeding 30,000 bags		16	20	32

With warranties :—

(1) That only sugar and/or molasses will be stored.

(2) That not more than the specified number of bags will be stored,

(3) That the Godown to which the policy applies is either detached on all sides or separated from any adjoining godown or compartment by a perfect party wall.

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* Subject to extras for night work and artificial lighting.

Where warranty No. 3 is not complied with, the highest rate (*i. e.*, 16, 20, 32 as. per cent.) must be charged.

These alterations in the Tariff are in force from date.

GRAHAM'S BUILDINGS,
PARSI BAZAAR STREET,
BOMBAY, 1st April 1910.

By order of the Committee,
A. F. FERGUSON & Co.,
Secretaries.

No. 411 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 19th May 1910.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,— I beg to enclose a copy of a letter from the Bombay Fire Insurance Association which explains itself.

The Association have laid down that the maximum amount of sugar to be stored in one Port Trust godown should be limited to 2,500 bags. This appears to be somewhat arbitrary, and I am desired to inquire whether such imposition is customary in respect of sugar risks in Calcutta.

Thanking you in advance for any information on this matter,—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 885 OF 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 3rd June 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 411 of 19th May 1910, forwarding copy of a letter of 11th

idem, addressed by the Bombay Fire Insurance Association to the Secretary of the Bombay Port Trust. In that letter the Association expressed the opinion that the maximum amount of sugar to be stored in one godown should, if possible, be limited to 2,500 bags With reference to your inquiry as to whether such a limitation is customary in respect of sugar risks in Calcutta, I am directed to say that there is no such restriction here. And the Committee of the Chamber are inclined to agree with you that the limitation is rather an arbitrary one.—I am, &c.,

D. K. CUNNISON,
Ag. Secretary.

No. 557 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1910.

The SECRETARIES,
BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter of the 11th May 1910, together with a copy of a letter addressed by you to the Port Trust, regarding the storage of sugar cargoes at the Docks and in the Port Trust Warehouses.

The subject has received the careful consideration of my Committee, who have also made inquiries at Calcutta, where it has been ascertained that no restrictions exist such as you propose. Considering the above fact, and in view of the absence of sufficient suitable accommodation, my Committee cannot help feeling that your suggestion to store sugar in lots of only 2,500 bags is both arbitrary and impracticable.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-3.

ALEXANDRA DOCK TRANSIT SHEDS.

No. 6768.

BOMBAY PORT TRUST,
BOMBAY, 17th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—Referring to paras. 12 and 13 of your letter No. 644, dated 15th July 1909, relating to the Transit Sheds in the Alexandra Dock, I am to say that it has now been discovered that by mistake only the small scale plan, showing the siding arrangements which shows only the sites proposed for the transit sheds was sent with my No. 2186, dated 28th April 1909. I am to express regret for the mistake and to now forward a copy of Plan No. 7333/06, dated 17th April 1909, giving the type design of the sheds and to say the Trustees will be glad to receive any further suggestions your Committee desire to make.—I have, &c.,

H. E. HART,
Secretary.

No. 111 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 3rd February 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge, with thanks, your letter No. 6768 of the 17th December last, together with a copy of a Plan No. 7333/06, dated 17th April 1909, showing the type design of the proposed transit sheds in the Alexandra Dock.

My Committee approve of the design as submitted. They, however, presume that the Port Trust will consult the Fire Insurance Association regarding risk and advise the Chamber if any suggestions are made by that body which might enhance the rate of Marine and Fire Insurances in future.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 51 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 14th January 1910.

The SECRETARIES, BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIRS,—With reference to the proposed Transit Sheds in the Alexandra Dock, my Committee would be glad to know whether (if the sheds are built without the division wall, which, it is understood, you have suggested) the rate of insurance would be any more than on the present sheds? In other words, will the building of the said wall make any difference in the insurance rates?

I may add that from a trade point of view, there are many objections to any divisions in the sheds.

An early reply will greatly oblige, as my Committee are anxious not to delay their decision in this matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 19th January 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have to acknowledge the receipt of your No. 51 of 1910 of the 14th instant regarding the perfect party walls in the proposed Transit Sheds at the Alexandra Dock.

In reply, we have to say the Committee attach great importance to the division walls which have been suggested. If they are not erected, their absence will affect the risk and will probably necessitate an enhanced rate above what is charged for the Docks at present.—We are, &c.,

A. F. FERGUSON & CO.,
Secretaries.

No. 65 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 20th January 1910.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—The question as to the conditions under which the Transit Sheds are to be built in the new Docks in Bombay is now being considered by my Committee, and they will be obliged by your kindly enlightening them on the undermentioned points.

It is understood that the Transit Sheds in Calcutta are 400 feet long, but it is not known whether they are divided into two portions by a partition wall from the ground to a few feet above the roof. Should such a partition exist, I am to ask whether it was originally built as a safeguard against fire, that is to say, for insurance purposes? If so, would you please let me know what is the insurance rate upon these divided Sheds, as compared with Sheds without such divisions?

Thanking you for the information,—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 125 of 1910.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 26th January 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge the receipt of your letter, dated 20th January 1910. I understand that for insurance purposes no cognisance is taken of the fact whether the Dock and jetty sheds here are divided or not. The rate depends upon the nature of the cargo which is stored in the sheds. For baled jute, the rate is 12 annas per cent., for non-hazardous goods 6 annas per cent., and for tea, 3 annas per cent. I think the foregoing replies to your inquiry

But should there be any other point upon which you would like to have information, I shall be glad to give you such assistance as may be possible.—I have, &c.,

H. M. HAYWOOD,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 23rd March 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 51 of 1910 of the 14th January and our reply of the 19th idem, our Committee have again had this matter before them and we have now to say that the insurance rates will certainly have to be increased if the size of the compartments of the proposed Transit Sheds at the Alexandra Docks is not limited by perfect party walls being built, as suggested by this Association.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

No. 315 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 14th April 1910.

The SECRETARIES, BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 23rd ultimo in which you state that the insurance rates would have to be increased, if the size of the compartments of the proposed Transit Sheds at the Alexandra Docks is not limited by perfect party walls as suggested by your Association.

In reply, I am to point out that in Calcutta for insurance purposes, no cognisance is taken of the fact whether the Dock or jetty sheds

are divided or not, the rate being entirely dependent upon the nature of the goods stored in such sheds. The same principle, it is thought, should be adopted here.

There is a strong feeling against the division of the sheds, as, even with communicating doors, such party walls would considerably hamper the free movement of cargo; and in any case it is thought that the question of walls should not involve any great change in insurance risks. My Committee would, however, be obliged if you would submit for their information the alternative rates you propose to charge in sheds with and without the said internal partition walls.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 5th May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 315 of the 14th ultimo, we have to say that a Sub-Committee from this Association waited upon the Chief Engineer of the Port Trust on the 3rd instant and represented to him the absolute necessity for the division walls in the proposed Transit Sheds at the Alexandra Docks as well as the need for classification of the Warehouses for storage purposes as is done at Calcutta, Shanghai and other ports.

With regard to the concluding paragraph of your letter it is of the most vital importance from a Fire Underwriters' point of view that the storeyed Transit Sheds should be divided up into compartments by properly constructed party walls. The suggestion that the absence of the walls should not make any difference to the fire hazard is quite erroneous. Underwriters have to consider, when arriving at an appropriate rate, the extent of the liability under one roof and/or in communicating risks, for it can easily be understood that there is a much greater liability in one large warehouse than in, say, three

separate warehouses of the same aggregate capacity. This is one of the most universal principles kept in view by Fire Insurance Com panies when rating any particular class of risk.

The Committee have not before them any detailed scheme of the proposed storage arrangements in the new warehouses, so alternative rates cannot be submitted, but we have to say the rates will approximately be 100 per cent. higher if the division walls are not built in the Transit Sheds.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

No. 1415 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 19th May 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—With reference to your letter No. 6768 of the 17th December 1908, and in continuation of my reply to the same on the 3rd February last, regarding the type design of sheds in Alexandra Dock, I am to explain that the matter was referred to the Bombay Fire Insurance Association, requesting information as to the alternative rates that would be charged in the said sheds with and without internal partition walls.

A copy of the reply of the Association is herewith submitted for your information ; and my Committee trust the matter will receive your careful consideration before the final decision is arrived at. They are of opinion that every facility should be provided in such sheds for the free movement of cargo, and that it is questionable whether the erection of party walls would not defeat this desired end.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX N.

ALLEGED NUISANCE CAUSED BY TRACTION TRAIN.

No. 43/M of 1910.

POLICE COMMISSIONER'S OFFICE,
BOMBAY, 8th January 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—Complaints having been received by me of the noise and nuisance caused by a traction engine, drawing three trucks, at present running between Colaba and the mill districts *via* Frere Road. I have the honour to enquire whether you consider a vehicle of this description of any great convenience to the trade in Bombay.

The favour of a very early reply is requested.—I have, &c.,

S. M. EDWARDES,
Commissioner of Police.

No. 50 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 14th January 1910.

The COMMISSIONER OF POLICE,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 43 of the 8th instant, enquiring whether the traction train at present plying between Colaba and the Mill districts is of any convenience to the trade in Bombay.

In reply, I am to state that the said train is of undoubted advantage to the trade, as it tends to relieve the pressure on bullock carts, which of late have been almost impossible to procure even at advanced rates. I may explain that the train carries about 80 bales each journey, that is, equal to 20 carts, and is therefore a great boon under existing conditions.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX O.

FIRE IN POONA AND SHOLAPUR STREETS.

No. 238 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd March 1910.

The MUNICIPAL COMMISSIONER,
Bombay.

SIR,—The recent conflagration in the Poona and Sholapur Streets has caused grave concern among the mercantile community, as the possibility of a still more extensive fire is realised should oil continue to be stored as at present. It is extremely improbable that the fire would have extended to the area it did, had not oil stored in the vicinity, caught fire and flowed across the street to neighbouring godowns.

The Bombay Fire Insurance Company have, it is believed, submitted to you a copy of a letter they have addressed to the Port Trust on this subject and my Committee are entirely in accord with the views expressed regarding the removal of oil from the godowns in Poona and Sholapur Streets. My Committee are further strongly of opinion that Municipal Licenses should not be granted for the storage of any description of oil in the neighbourhood of large godowns used for the storage of produce and other non-hazardous merchandise, except under accepted precautions.

Trusting this important matter will receive your early and serious consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 239 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd March 1910.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to enclose for your information the accompanying copy of a letter addressed by my Committee to the Municipal Commissioner regarding the question of safe storage of oil.

My Committee suggest that the Port Trust should also include a clause in its leases prohibiting the storage of any kind of oil in godowns, such as are described in the letter under reference. As this prohibition would necessitate the removal of the oil godowns from the present premises, my Committee would be obliged, if after consideration, you would kindly let them know where it is proposed to locate such godowns in future.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2900.

BOMBAY PORT TRUST,
BOMBAY, 23rd May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 239, dated 22nd March 1910, I am directed to forward herewith a copy of a letter No. 2898, dated 23rd May 1910, addressed to the Secretaries, Bombay Fire Insurance Association, giving the Trustees' views in regard to the fire in Sholapur Street, and explaining the steps the Board are prepared to take to render property in the vicinity of lubricating oil godowns as safe as in their power lies.

I am to add that the leases on the Trustees' Elphinstone Estate do not contain clauses under which the storage of lubricating oil on leasehold premises can be prohibited.—I have, &c.,

H. E. HART,
Secretary.

No. 2898.

BOMBAY PORT TRUST,
BOMBAY, 23rd May 1910.

The SECRETARIES,
BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

SIRS,—With reference to your letter, dated 10th March 1910, relating to the fire which took place on 28th February 1910 in Sholapur Street and its connection with lubricating and vegetable oils, I am directed to say that the matter has been very fully considered. From the reports of the fire there seems to be considerable doubt whether the fire was carried across the street by the agency of the burning oil which flowed on to the road, as at this place the footpath is 7½ feet wide and is raised 5 to 6 inches above the roadway, while there was in no case more than a very small depth of oil which never flowed over the kerb-stones; it is further pointed out that the flames from the oil cannot have been very fierce, as they were extinguished by the first spray of water over them, showing that the temperature of the oil was not very high. The report of the fire contained in the "*Times of India*" gives important evidence on this point; in it the following words occur:—

> "The oil covered the whole surface of the roadways, which for hundreds of yards were converted into shallow rivers of thick murky brown fluid. There was constant apprehension that these would literally be converted into rivers of fire, and how it was that the oil flowed *out of the building and down the street without carrying the flames along with it* was impossible to understand."

Even if it is granted that the oil was a contributory agent by assisting to raise the general temperature of the articles stored near by, it seems in the last degree unlikely that the flames from a small depth of oil would leap over the distance of 7½ feet between the gutter and the godown; it would appear far more likely that the fire was communicated by sparks carried across the road by the wind.

As to the oil being a danger to neighbouring property, the comparative escape of the leasehold property, next to the oil godown, goes to show that the bad character given to oil in this respect is undeserved.

I am to point out that the duty of licensing godowns for the storage of lubricating and vegetable oils rests with the Municipality; but in order that property may be rendered as safe as in their power lies, the Trustees propose to insist on all godowns used for the storage of lubricating oil being surrounded by a masonry wall or earthen bank, 3 feet high, or in the case of masonry buildings, the doorways being blocked to the same height.—I have, etc.,

H. E. HART,
Secretary.

APPENDIX P.

ADEN PORT DUES.

CHAMBER OF COMMERCE,
ADEN, 16th July 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—The question of "reduction of Port Dues" is under consideration by the Aden Port Trust; and I am requested to ask if you will be good enough to inform this Chamber whether, in the opinion of your Chamber and in the light of your experience, *a reduction of 25 per cent. in Port Dues would be likely in the end to induce more steamers to call at this port.*

For your guidance in the matter, I append herewith the present rates of Port Dues, etc.

Thanking you in anticipation, and trusting we are not putting you to inconvenience,—I am, etc.,

ALFRED E. ADAMS,
Honorary Secretary.

Harbour Dues.—Steamer discharging part or full cargo or landing passengers, &c.....1 anna per ton register.

Do. Steamers calling for Coals or provisions only..... 4 annas per 100 tons register.

Pilotage.—Per 100 tons register Rs. 2-0-0.

„ 100 „ „ „ 1-0-0 (additional by night).

Freight.—Minimum to Ports West of Suez Rs. 16.

Cost of Coal.—About 30 *s.* per ton.

No. 685 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 18th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Aden.

DEAR SIR,—I am directed to acknowledge your letter of the 16th ultimo regarding the suggested reduction of the Aden Port Dues.

From inquiries instituted, it is difficult to give any definite reply to your question as to whether, "a reduction of 25 per cent. in Port Dues would be likely in the end to induce more steamers to call at this Port." No doubt, a reduction of this nature will be appreciated by shipowners; but it cannot be predicted whether it will have the effect of increasing the shipping visiting Aden. This, it is felt, can only be decided after a fair trial is given to the reduced rates. It is, however, believed that a reduction in dues will certainly tend to hold the shipping which now calls at Aden, and which might be contemplating a change to another Port for the purpose of coaling.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Q.

OVERBRIDGES AND ROAD COMMUNICATIONS, MAZAGON TO SEWRI.

No. 2014.

BOMBAY PORT TRUST,
BOMBAY, 13th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
BOMBAY.

SIR,—I am directed to forward, for the information of the Chamber, 3 copies of a printed note by the Chairman, Bombay Port Trust, dated 17th March 1910, on Overbridges and Road communications, in connection with the Trade Zone, Mazagon to Sewri, and to invite your attention to the recommendations made in para. 26 I to VIII, which have been approved of by the Board (*vide* Trustees' Resolution No. 145, dated 5th April 1910, copies of which I am also to forward).—I have, etc.,

H. E. HART,
Secretary.

BOMBAY PORT TRUST.

Note by the Chairman, Bombay Port Trust (Sir Walter Hughes) on Overbridges and Road Communications in connection with the Trade Zone, Mazagon to Sewri (R. T. 704).

No. 3788, dated 22nd July 1908.

In our letter to Government on the proposals for the development of the City, it will be remembered we referred to the area of the Island east of the line of Road extending from the Mint to the Matunga Leper Asylum—comprising the Frere Road, the Reay Road, and the extension thereof to Sewri (now in progress) and the further extension thereof northwards to the Leper Asylum, which is a project of the future), as the zone of the city, which must be regarded as wholly appropriated to the requirements of Trade. This area includes, besides the Bulk Oil and new Timber depôts, the great Trade depôts which are to be provided on the Reclamation now in progress, and the Railway siding yards in

connection therewith, and the whole of the Docks and Bunders at which the Foreign and Coasting Sea-borne Import and Export Trade is dealt with.

2. Dealing more particularly with the subject of Road Communications, we said :—

"6. *I. Road Communications.*—So far as the Trade zone is concerned, communications north and south are sufficiently provided for by the roads already made or projected, as described in para. 2, and by the further Schemes the Trustees have in view. These include the widening of the Reay Road by 30 feet (*i.e.*, from 60 to 90 feet or the same as the Frere Road) from Mazagon to the Kala Chowkey* and the construction of a new road 100 feet wide starting from the point in Mazagon at which Dockyard Road joins the Reay Road crossing the Harbour Branch Railway by an overbridge at the Defences Yard and rejoining the main north and south road near the new Timber Ponds at Sewri. This projected road forms a loop, skirting both the proposed new Cotton Green and Grain and Seeds Depôts, and is on a *line* that will, no doubt, at some future time, form the main thoroughfare connecting Bombay with the southern extremity of Trombay.

Its immediate purpose will be, on the one hand, to form the means of direct communication between what is now the City proper and the Grain and Seeds Depôts, and, on the other, to connect the Mills on the north with the Cotton Depôt and present Coal Bunders.

The only other provision which is apparently desirable in the matter of north and south road is a connection between the north end of the road forming the western boundary of the Trade zone with the central thoroughfare to be made by the Improvement Trust as part of their suburban schemes for the north of the Island.

7. As regards east and west routes, the Trustees attach great importance to the construction of a short length of wide street connecting the west end of Ballard Road with Hornby Road.

The new Sandhurst Road under construction by the Improvement Trust will sufficiently meet other requirements in this respect

* The Municipality have been asked to similarly widen their section of this road between Wadi Bunder and Mazagon.

south of Mazagon. The Trustees are making provision for widening the continuation of this road from the foot of the east approach to Elphinstone Bridge to the Frere Road to 100 feet, and it seems very desirable that the Elphinstone Bridge itself should be widened on the completion of Sandhurst Road. It could no doubt be arranged to divide the cost in the same proportion as the cost of the Bridge was originally shared.

8. The Victoria Road at Mazagon will become in the future a very important thoroughfare for traffic from the Cotton Depôt and present Coal and Firewood Bunders to Byculla and districts to the west. It will cross the new line of railway by a bridge 80 feet in width, and the Trustees are making provision for widening the road within their boundaries, that is, eastward of Mount Road, to 80 feet. It is very desirable that the section between Mount Road and Parel Road should be similarly widened.

9. Further north the present Kala Chowkey Road sufficiently meets the requirements of the adjacent areas, and the most urgently necessary new line of road to meet immediately prospective developments is a wide road with easy gradients connecting Sewri Village with the new Sewri Road at the south-west corner of the cemetery. There is to be a bridge across the railway line a little south of Sewri Village and this will be the direct route between the Mills which are located on the new Sewri Road and those in the district around Parel, and the new Cotton Depôt and the present Coal Bunder.

T. R. 546 of 24th November 1908.

3. Referring to para. 8 of the foregoing extract, the Trustees subsequently addressed the Municipal Commissioner, inviting his attention to the great need of thoroughfares suitable for heavy cart traffic communicating with the Bunder district. In doing so it was observed: that, taking the length along the Parel Road from Babula Tank Road to Connaught Road, a distance of over 1¼ miles, the only east and west roads connecting with the Bunder district are Nesbit Lane, Love Lane (leading into Gunpowder Road) and Victoria Road.

Of these Nesbit Lane is a fair road, but the other two are narrow and winding, and quite incapable of carrying any considerable cart traffic.

It is understood that the Improvement Trust have a scheme under their consideration for a new east and west road from the east end of New Nagpada Road to the Mazagon Road near the foot of the south approach to the Hancock Bridge which, in connection with Bellasis Road, will form a thoroughfare extending in the direct line almost across this part of the Island. In addition it appears to the Trustees that both Love Lane and Victoria Road should be re-aligned, widened and straightened throughout to afford accommodation for heavy traffic.

4. The Corporation have since taken action to the extent of providing for widening and straightening two of the east and west roads in the locality by prescribing revised regular lines for the streets, namely:— P. 256, C. 437, Vol. 8—A 10

(1) Love Lane and its extension to Mhatarpakhadi and Gunpowder Roads, extending from the foot of the north approach to the Byculla Bridge on the Parel Road to the Reay Road opposite the Harbour Defences Yard.

(2) Victoria Road from the Parel Road to the Reay Road. The width in each case provided for is 60 feet.

5. This is so far satisfactory (except that I think the Victoria Road should be 80 feet wide which is the width we propose for the bridge at the East End, which is to carry it over the Railway and also for the short length of the Road itself on Port Trust property west of the Reay Road), but it will be a slow process if the work is left to the ordinary operations of the method of merely prescribing the regular lines of the street, and I think we should urge the Municipal Commissioner to take further steps so as to ensure the early carrying out of the proposed straightening and widening.

6. The question now to be considered refers to the means of access to be provided to the portion of the Trade zone north of Mazagon, comprising the areas appropriated or to be appropriated to the new Grain and Seeds depôts, the Cotton, Timber and Bulk Oil Depôts.

7. For a length of nearly 3 miles this area is separated from the Reay Road and its continuation northwards by the Harbour Branch Railway and the access to be provided by means of roads involves crossing the line.

P. 190, C. 437, A Vol. 8—. 10

8. Access from the south is amply provided for by the bridge to be constructed at the Harbour Defences Yard, which is to be 100 feet in width, the plan of which has been approved by the Board in Trustees' Resolution No. 546, dated 24th November 1908. Half a mile further north on the line of the Victoria Road, there is to be a second bridge spanning the Reay Road as well as the Railway with cross approaches in the shape of a Tee, giving access to the Reay Road in both directions. It was decided in Trustees' Resolution No. 217, dated 23rd May 1905, that this bridge, originally designed as 65 feet, should be increased to at least 80 feet in width as already mentioned.

P. 30, C. 437, Vol. 16.

9. There remains the question of access from the north. This it is proposed to provide for by a bridge situated at the north end of the New Reclamation (see latter part of para. 9 of the extract given in para. 2 above), about 1¾ miles north of the Victoria Road. This site was selected by the Consulting Engineers: see the plan (Engineer's No. 6978-D.) accompanying their preliminary report No. $\frac{112}{46}$, dated 6th December 1907, on the Railway proposals and there is practically very little choice, as further south the Railway lines fan out, and a very long bridge would be required. It is proposed to make the bridge 60 feet in width, which is certainly not more than sufficient,° as it has to provide for traffic using—

See para. 23.

(1) The 60-feet road to Sewri in extension of the Reay Road.

(2) The proposed 50-feet road running on the south side of the sites for the Railway Stores Yards and leading to the east side of the Cotton Green.

(3) The proposed 60-feet road leading to the west side of the Cotton Green and to the site of the Grain and Seeds Depôts.

° 2 Main lines G. I. P. 2 leading to Grain Depôt. 2 leading to Cotton Green. leading to Railway Stores Yards.

10. The whole of the cotton for the Mills on the north and west as well as the coal (so long as the coal wharf remains at Mazagon) for those mills and the whole of the log timber and kerosine oil for local consumption will pass over this bridge and the traffic will accordingly be very considerable. The bridge will be approximately 350 feet in length and will cross 8 lines ° of rail and a low level 40-feet road, designed to serve the strip of land between the proposed new road to Sewri and the Railway. The new road on

which this strip fronts on the west will be at a rather high level and hence the necessity for the low level accommodation road along the eastern frontage of the strip.

11. From the foot of the west approach to this bridge a new 60-feet road is proposed, extending to the gate of Sewri Cemetery and communicating by the road past the Cemetery with the new Sewri Road, on which six large cotton mills are situated, and which, of course, connects with the whole of the roads traversing the City. This proposed new road is referred to in para. 9 of the extract given in para. 2 above, and is also mentioned in para. 8 of the Government Resolution dealing with the reports, under the class of desirable roads which may, in due course, be considered.

The Moon Mills. The China Mill. The Indo-China Mills. The Swan Mills. The Jubilee Mfg. Co. The Pioneer Mfg. Co.

Government Resolution, General Department, No. 3022, dated 4th June 1909.

12. A great deal of consideration has been given to the alignment of this short length of road which, it will be realized, is one of great importance to our Sewri properties. At present it may be said that they are practically isolated, as they are connected with the road system of the City only by narrow tortuous lanes with very bad gradients. The matter was before the Trustees in 1907 in my absence and a letter was addressed to the Municipal Commissioner with a view to the Corporation extending the Sewri-Koliwada Road westward to the Cemetery. Mr. Edwardes, the Acting Municipal Commissioner, in reply* stated that he would be glad to approach the Corporation for funds to construct the road if the Trustees undertook to acquire and make over to the Municipality all the land necessary for the purpose.

Trustees' Resolution No. 470, dated 17th September 1907, p. 90, C. 523, Vol. 4.

*No. 22579 of 14th October 1907, p. 59, C. 523, Vol. 6.

13. I was not, however, satisfied with the proposal (see note on p. 63, C. 523, Vol. 6). I thought the width proposed, namely, 40 feet, insufficient: that the gradient 1 in 35 was too steep for laden bullock carts, and that the road should be extended right up to the new Sewri Road, and it was decided to defer the further consideration of the subject until the precise location of the overbridge was settled.

14. The Chief Engineer has now further considered the question and the revised proposals recommended are shown on plan No. $\frac{7531B}{D1}$. The site for the bridge is practically unaltered. The new connecting road is 60 feet wide with a gradient of 1 in 66, which is, of course, a great improvement. It connects with the proposed overbridge and

not with the old Sewri-Koliwada Road and stops at the south-east corner of the Cemetery, because the short length of road thence to the New Sewri Road is being widened by the Municipality.

I shall refer to this latter point later on (see para. 16).

P.C.828, Vol. 6.

15. In the meantime, under Trustees' Resolution No. 463, dated 28th September 1909, it was agreed to ask the Collector to notify certain areas for acquisition for the purposes of this road on the alignment then proposed. This was in consequence of the owners of certain of the Survey Nos. contemplating building, but it was premature, as the alignment of the road had not then been approved. It has now been altered, and the Collector has been addressed to suspend further action.

Note.—The mistake was in asking for specific areas.

Letter to Collector No. 1380 of 12th March 1910.

16. It occurs to me that it would be better if the alignment of the new road was again slightly altered, and if it was designed to extend as nearly as possible in a direct line from the foot of the bridge approach to the north end of the New Sewri Road, so as to avoid passing the actual entrance to the Cemetery where persons attending funerals collect. It would not be very seemly on such occasions to have strings of carts passing both ways, and the Cemetery Road ought to be kept private. It does not seem that this would add largely to the expense.

17. Another point arises with reference to these proposals. The Municipality propose to lower the old high level road to Sewri, and it is suggested that our proposals should work in with this scheme, that is, as shown on Plan No. $\frac{753 \text{ IB}}{\text{D1}}$, the new 60-feet road in extension of the Reay Road to Sewri should, as far as possible, follow the line of the old Sewri Road which is to be lowered. Under this scheme the whole of the necessary widening of the old road would be on Port Trust land. This is unquestionably a desirable arrangement, but to give it effect it is necessary to acquire the two burning and burying grounds which encroach on our property at this place.

T. R. No. 153 of 6th May 1903 (p. 122C. Vol. 1).

18. Seven years ago the Board resolved that it was desirable to acquire these plots, but all attempts to get possession failed. We have now an offer from the Municipal Contractor who is lowering the old Sewri Road for the Municipality, to arrange for their acquisition at a cost of Rs. 3-8 per yard = about Rs. 20,000. He has come to terms with the owners, subject to the Municipal

Commissioner approving of the new site for the Burial grounds. I think we should agree to the terms offered. The question of the new site does not concern us. All we have to do is to agree to pay this Rs. 20,000 on the present sites being made over to us with a satisfactory title.

19. Since the foregoing portion of this note was written, I have made an inspection of the locality in company with Mr. Orr, the Chairman of the Improvement Trust, Mr. Sprott and Mr. Messent. All are agreed as to the desirability of avoiding the entrance to the Cemetery (see para. 16). There are two possible alternatives, one is to carry the road as suggested in para. 16 as direct as may be to the north end of the Sewri Road at the point where that road, the Cemetery Road and Golungi Hill Road meet. The other is to aim for a point further south between the Moon and the China Mills and there join the new Sewri Road.

20. After discussion, I think, and I may say that Mr. Orr concurs, that the former alternative is to be preferred and that the Scheme should further provide for extending this line of communication, *via* the Golungi Hill Road (eastern portion—to be lowered and widened) across the Parel tank and old Government House Estate to join Governor's Road which is to be widened by the Improvement Trust as part of their Parel Scheme. This would connect with the Elphinstone Road and afford a direct through line of road from one of the thickest of the Mill centres to the new Cotton Green and to the Export Yard, that is, the Grain and Seeds Depôts, whence twist and yarn from the Mills could be loaded into wagons for transport to the Docks for shipment.

I attach a skeleton map illustrating this proposal.

21. The suggestion is that—

(1) the Port Trust should make the short length of road from the junction with the new Sewri Road to the foot of the Bridge ;

(2) the Municipality should be asked to lower and widen the Golungi Hill Road ; and

(3) the Improvement Trust should make the section which traverses their estate connecting this line with Governor's Road which they are going to widen.

This seems to me a very fair division, and embodies a principle of co-operation that, if more widely followed, would greatly benefit the city.

22. I have further consulted the Acting Managing Director of the Tramway Company, who is strongly impressed with the importance of the proposal. It would form, in his opinion, a new route for Tramway extension which would connect with the present Tramway terminus at the end of Soparibagh Road and thence extend to the heart of the Mill district, and that, if linked up with the north end of the proposed Overhead Electric Railway and adapted for an express through service of cars, as proposed in the case of the Tramway at the south end of the line, it would very materially improve the traffic returns on that line. Of this I think there can be no doubt. He also mentioned that it might be arranged to use the line at night for the transport of bale goods to and from the Mills at probably half the cartage rates. This is all very much in favour of the suggested line and will assist the Trustees in forming a judgment on the merits of the proposal.

23. It has been suggested to me that the proposed bridge at Sewri, if made of the width designed, 60 feet, would hardly suffice for the traffic, and I am inclined to agree (see paras. 9 and 10). It means expense, of course, but the convenience of traffic is the first consideration. I may mention that the Railway Company's Harbour Branch estimates provide for a bridge at the site in question, and they should contribute to the cost in the proportion of the length of bridge required for spanning the two westernmost lines, which are to continue in their possession for passenger traffic to Mazagon.

24. Reference to the skeleton map attached indicates that it is further very desirable to have another cross east and west road about half way between the Kala Chowki and Governor's Road. A suitable line would appear to be an extension of Curry Road eastwards to join the New Sewri Road, say, between the Jubilee and Swan Mills. This would serve as a direct route for a large group of Mills between Parel Tank Road and the Railway and further to the west. A road somewhat on the line shown in dotted blue would answer the purpose. A heavy cutting would be necessary through the range of hills west of the new Sewri Road, but the material would cover much of the cost.

25. There is one other point in connection with this subject which I should like to mention. It is that I think the bridge at the Victoria Road and that at Nawab Tank will meet all the actual *immediate* necessities of the traffic at the Mazagon end. The bridge at the Harbour Defences Yard will no doubt be required as soon as traffic develops, but it is a very costly work (about Rs. 7 lakhs, I think), and its construction should be deferred as long as possible: and it certainly appears that for a considerable time the Victoria Road Bridge, only half a mile north, will suffice for all the legitimate requirements of the Mazagon end of the area under consideration. We have done our utmost to combine the Harbour Defence and the Nawab Tank Bridges, which are within 1,200 feet of each other, but this is not feasible, and both will be ultimately required, but the Nawab Tank Bridge, which provides for communications in which others are interested, cannot be deferred, whereas the other may be.

26. My recommendations are—

I.—That we should invite the Municipal Commissioner to take steps to ensure the early carrying out of the proposed straightening and widening of Victoria Road (see para. 5.)

N. B.—It is for consideration if we should ask for it to be increased from 60 to 80 feet in width.

II.—That the site of the proposed Sewri Overbridge be approved (para. 9.)

III.—That the proposal shown on plan $\frac{7581}{D1}$ for the alignment of the new 60 feet road to Sewri be approved (para. 17.)

IV.—That the acquisition of the two cemeteries necessary in connection therewith be sanctioned at a cost of Rs. 20,000 (para. 18.)

V.—That the Scheme for the proposed cross road leading from the south approach of the new Sewri Bridge to the Mill district, *via* Golungi Hill Road, Parel, Governor's Road

and Elphinstone Road, be approved, and that in connection therewith—

(*a*) Plans and estimates be called for for the Port Trust section.

(*b*) The Municipal Commissioner be invited to co-operate by lowering and widening the eastern portion of Golungi Hill Road.

(*c*) The Chairman, Bombay Improvement Trust, be invited to co-operate in respect of the section from Golungi Hill Road to Governor's Road.

See para. 21.

VI.—That the Committee should consider the question of increasing the width of the Sewri Bridge (paras. 9, 10 and 23).

VII.—That the Committee should consider if the Trustees should move in the matter of the suggested new cross road in extension of the Curry Road (para. 24).

VIII.—That the actual construction of the Harbour Defences Overbridge should be deferred at any rate until the other two bridges are completed (para. 25.)

27. I think also, with reference to para. 3, that we might ask the Improvement Trust what prospect there is of the cross road from the New Nagpada Road to the Mazagon Road being made, as the Trustees attach importance in the interests of the Trade of the Port to opening up direct lines of communications between the Docks and Bunders and the City. We shall not get a satisfactory answer, but it is important to keep the matter from being laid aside and forgotten.

28. The Mill interests are so largely concerned in some of these proposals that it may be thought advisable to refer the matter to the Millowners' Association for opinion, but this need hardly delay a decision on the question of acquiring the two cemeteries (*see* Recommendation No. IV), which is a matter of urgency. Some of the other recommendations might also be dealt with.

W. C. HUGHES,
Chairman.

17th March 1910.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE.

Excerpt from the Proceedings of a Meeting of the Trustees of the Port of Bombay, held on the 5th April 1910.

13. Submitted letter from the Chief Engineer, No. 4673, dated 9th December 1909, forwarding plans Nos. 753I—D1, A and B, showing the alternative alignment of the road to Sewri, consequent on the decision of the Municipality to lower the old high level road.

Submitted further letter from the Chief Engineer, No. 345, dated 28th January 1910, reporting the arrangements which Mr. Mahomed Roushen, Municipal Contractor, proposes for the acquisition by the Trustees of the sites of the burying and burning grounds at Sewri.

Submitted note by the Chairman (Sir Walter Hughes) on Overbridges and Road Communications in connection with the Trade Zone, Mazagon to Sewri.

N. B.—Printed copies of this Note were circulated to the Trustees prior to the Meeting.

Read the following Proceedings at a Meeting of the Land and Railways Committee held on 4th April 1910 :—

The plans were placed on the Table.

The papers having been circulated and printed copies of the Chairman's note with skeleton plan having been supplied to each member of the Committee, they were taken as read.

The Committee proceeded to consider the several recommendations made in para. 26, and after discussion, item by item. they were unanimously agreed to, it being resolved that it was not necessary to ask for an increase in the width of the Western Section of the Victoria Road (Sec. No. 1); that the Sewri bridge should be made 100 feet in width in place of 60 feet (No. VI), and that the Municipal Commissioner and Chairman, Bombay Improvement Trust, should be addressed on the subject of the proposed new cross road in extension of the Currey Road to which the Committee attach considerable importance as it is designed to place a large group of Mills more directly in connection with the New Cotton Green.

It was further agreed that the Improvement Trust should be communicated with in respect of the cross road, from the New Nagpada Road to the Mazagon Road, and that copies of the Chairman's note and of the Trustees' orders thereon should be communicated to the Chamber of Commerce and the Millowners' Association for their information.

RESOLUTION No. 145.—The recommendations of the Land and Railways Committee are approved.

(TRUE EXCERPT).

H. E. HART,

Secretary.

No. 330 OF 1910.

CHAMBER OF COMMERCE,

BOMBAY, 21st April 1910.

The SECRETARY,

BOMBAY PORT TRUST,

Bombay.

SIR,—I am directed to acknowledge with thanks receipt of your letter No. 2014 of the 13th instant, together with three copies of a printed Note by the Chairman, Bombay Port Trust, on Overbridges and Road communications in connection with the Trade Zone, Mazagon to Sewri.

2. The Note has been read with interest by my Committee, who approve of the general scheme including the proposed extension of the Curry Road eastward to join the New Sewri Road between the Swan and Jubilee Mills.

3. As regards the proposed extension of the Elphinstone and Governor Roads across the Old Government House Estate, my Committee feel that the destruction of this fine property with its many historical associations should be avoided as far as possible. Besides in years to come, as the City expands northwards open

spaces it is considered will be very desirable, and the Government House Estate appears to be an ideal site for such a purpose. My Committee suggest that the extension of Elphinstone Road might be made to deviate somewhat to the North or South of Government House. This change while adding very slightly to the length of the New Road would effectively spare a valuable property which would always be available for public use.

4. Trusting the suggestion will be favourably considered,—I have, etc.

(Sd). J. B. LESLIE-ROGERS,
Secretary.

APPENDIX R.

THE FOLDING AND MARKING OF GOODS.

BRITISH CHAMBER OF COMMERCE OF EGYPT,
ALEXANDRIA, EGYPT, April 29th, 1910.

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I shall be much obliged if you will kindly advise me whether you have any import regulations in India governing either (1) the folding of piece-goods according to certain standards, or (2 the marking of the correct weights on goods, such as rice, flour, &c., contained in sacks, bags, or other packing, currently supposed to weigh a given amount.

It is not an uncommon thing here, to find that piece-goods, which are commonly supposed on the market to be folded in laps of say, one yard or one metre, are folded to measure only say, 30 to 32 or 3

inches. Similarly bags of flour, which are always supposed on the market to contain 100 kilos, are regularly brought into this Country with only 95, 96 or 97 kilos to the bag.

In many instances, the importer and also the wholesale merchants, and, even, perhaps, the retail men, are aware of the fraud. This, however, is not the case when the goods get down to the ultimate buyer, namely, the native customer.

A suggestion has been made to this Chamber that we should petition the Government to prohibit the import of such goods, unless the laps or weights, as the case may be, are correct.—Yours faithfully.

H. M. DODWELL,
Secretary.

No. 492 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 9th June 1910.

The SECRETARY,
BRITISH CHAMBER OF COMMERCE OF EGYPT,
Alexandria.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 29th April enquiring whether there were any import regulations in India governing either (1) the folding of piece-goods according to certain standards, or (2) the marking of the correct weights on goods such as rice, flour, etc., in bags and other packings.

As regards query (1) I am to say that under the Merchandise Marks Act in force in this country the correct lengths of pieces have to be stamped irrespective of the fold of the pieces. (2) My Committee are not aware of the existence of any regulations on this point, nor do they consider that such regulations would be of any practical value as bag cargo usually loses weight in transit.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX S.

ADDRESS TO LORD HARDINGE OF PENSHURST.

To His Excellency The Right Honourable
Sir CHARLES HARDINGE, G.C.B., G.C.M.G., G.C.V.O., D.S.O.,
Baron Hardinge of Penshurst,

Viceroy and Governor General Designate of India.

May it please your Excellency,—On your first arrival in India at this, the Western Capital, we, the members of the Bombay Chamber of Commerce, desire to offer you a most cordial welcome to the country, and at the same time beg to tender our sincere congratulations on your appointment as Viceroy and Governor General of India by His Most Gracious Majesty our King-Emperor.

Your many and distinguished services inspire us with confidence in looking forward to your administrative rule in India, as we feel sure that your experience and wide knowledge of the world will enable you to deal successfully with the numerous and varied problems of this great Empire.

Of the natural beauties of the Port of Bombay, we leave your Excellency to judge from your first impressions on entering our Harbour. But, as representing Commerce, we would desire to impress upon you the significance of such a port, and the vast influence it has on the general welfare of the country through the enormous volume of trade it handles. Owing to modern facilities of communication, India is now a world market, and the demand from foreign countries for its food-grains, oil-seeds, cotton and minerals, continues to increase, and is reflected by the trade return of the Port.

It is not, however, only as a port that Bombay claims its position, but also as a large industrial centre, the principal industry being the manufacture of Cotton Goods and Yarns. Conditions of late have unfortunately been very adverse to the Cotton Textile industry, owing to the high prices of cotton due to the shortage of the American crops and to absence of demand for cotton goods. In addition to this set-back in the Cotton Textile industry, Bombay is suffering from the increasing scarcity and dearness of coolie labour.

Whether this scarcity can be remedied is a question which, we think, might with advantage be officially inquired into.

The ravages of plague in past years and the results of unfavourable seasons have also been much felt throughout this Presidency, but with the advent of the last two favourable monsoons prospects have brightened and the general prosperity of both the City and Presidency has materially increased.

This recent prosperity, which has been general throughout India, has undoubtedly helped to ameliorate conditions and to cause contentment throughout the land, and we are pleased to think that Your Excellency arrives here at a time when discontent and unrest have to some extent been allayed. That this is so is undoubtedly due, in a large measure, to the firm manner in which disorder and sedition have recently been dealt with, and as the development of the Country is impossible without the confidence of the people in Government to maintain law and order, we hope Your Excellency may carry on the policy which has already achieved such excellent results.

Legitimate political aspirations have been encouraged by the enlargement of the Councils, and the success which this measure has attained is especially welcome.

In commerce, stability and continuity of policy are essential. In this connection we are grateful for the steps Government have recently taken to endeavour to improve conditions in matters of Finance and Exchange. But more is needed, and we would take this opportunity of calling Your Excellency's attention to the necessity of a strong Gold Standard Reserve. This Chamber has frequently expressed itself on this subject, and we would again press the point that the Reserve should, as opportunity offers, be materially increased in amount and that a fair proportion should be held in actual gold in this country. We realize the influences which are against such a policy. But, we would respectfully submit that in such matters, which affect India so vitally, Indian interests should be deemed paramount and should be unfettered by Home influences. We trust Your Excellency will give this matter your very careful consideration.

In the increase and development of our trade much has been done by the extension and improvement of internal communications in India, but much still remains to be done. This Chamber has always

exercised considerable interest in the advancement of such trade facilities. Five years ago, when presenting a similar address to His Excellency Lord Minto on his arrival in India, we dwelt on the importance of extension of commercial railways. We, at that time, referred to the proposed construction of the Nagda-Muttra line, which as stated by us, was desired to give Bombay shorter and more direct communication with Northern India. Last year, when again addressing His Excellency Lord Minto, we had the honour of recording our satisfaction on the practical completion of that portion of the line, but we pressed the question of the extension from Muttra to Aligarh. This scheme is one to which we would ask Your Excellency's special attention, as it is most important that direct communication on our own metals should be permitted with the Oudh and Rohilkhand Railway. Bombay draws considerable cotton and other supplies from the districts affected, and we therefore venture to suggest that the contention that this extension to Aligarh would be an invasion of an area served by another line is not justifiable. Direct connection would save time and money, and avoid burdensome delays and blocks, with consequent detention of wagons, owing to transfer over Foreign Railways.

In regard to Railway matters, this Chamber welcomes the terms recently announced by the Government of India for Branch Lines, as it is felt they will be a direct stimulus in the extension of these feeder lines which are so necessary for the development of the country. At the same time we would lay before Your Excellency our earnest recommendation that in all such commercial matters it is advisable that the opinions of Public Bodies should be obtained before legislation is passed, as, on submission of our suggestions, it has sometimes been our unfortunate experience to learn that the question cannot be re-opened.

We have dwelt on the Railway policy, as it is to the development of areas from which we can draw our supplies and the improvement of communication with these areas that we look for a return for the large amounts being expended by the Bombay Port Trustees on the New Alexandra Docks, now under construction. His Majesty the King-Emperor, during his tour in India as Prince of Wales, laid the foundation stone of these new docks. They were commenced during the Viceroyalty of Lord Curzon and were inspected last year by His Excellency Lord Minto, and we look forward to their

completion during the period of Your Excellency's rule in India. The Alexandra Docks, costing with the contingent Reclamation Schemes about Rs. 550 lakhs, will be capable of accommodating the largest vessels and will form undoubtedly a powerful asset in the trade development of a large portion of India.

We feel sure that in our commercial and industrial life we may look forward to Your Excellency's sympathetic and active interest, and we can assure Your Excellency that the Commercial Community will always be ready and eager to co-operate with Government in matters dealing with the development of the trade and resources of the Country.

The establishment of the Department of Commerce and Industry has assisted us in our relationship with Government by furthering commercial interests, and we acknowledge with satisfaction the opportunities frequently afforded us of expressing our opinions and feelings to the representatives of Government, when the Heads of Departments periodically pay us visits on tour.

In conclusion, we desire to express our sincere hope that Your Excellency's term of office may be a happy one in the realization of peace and progress to the Country, that harvests may be plentiful and that with resulting prosperity the increasing revenues may encourage you to effect further development of the resources of India and, if possible, the reduction of taxation.

With every assurance of our respect.

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

R. G. MONTEATH (Chairman),
W. L. GRAHAM (Deputy Chairman),
J. BLACK,
J. J. DAMALA,
E. J. HAWKE,
D. M. INGLIS,
W. H. OGSTON,
A. D. G. SHELLEY,
E. YEO,
} Members of the Committee.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY 18th, November 1910.

LORD HARDINGE, in reply, said:—

The Chairman and Gentlemen of the Bombay Chamber of Commerce—It is a great pleasure to me to receive you here this morning, and the address that you have presented, while still under the vivid impression created on arriving for the first time in the port of Bombay, the great gate of entry into India, with all its natural beauties, and its docks and quays teeming with shipping and active commercial life and enterprise. The impression is one that I shall not easily forget. The complexity of Indian administration is well illustrated by the address to which I have just listened, and in the few remarks that I shall make, it would be presumptuous for me, at so early a stage, to pretend to any special knowledge or authority.

To take at random one of the subjects to which you refer—the scarcity of unskilled labour and its dearness—I can fully understand what a serious effect this must have upon the margin of profit of any business enterprise, but if you look at the other side of the shield and consider the steady increase of the cost of living, it is difficult to avoid the conclusion that, unless there had been some corresponding increase in their wages, the condition of the labouring population must necessarily have become pitiable.

Your testimony to the general prosperity, not only of this city but of India as a whole, is, I need hardly say, most welcome to me; and your reference to the ravages of plague gives me the opportunity of congratulating you upon the present diminution of that terrible scourge. May it please God to continue this mercy to your city and to deliver India from so great a tribulation. I have already said elsewhere that I intend to maintain the policy of Lord Minto's Government and I anticipate with confidence that the enlargement of the Councils, and the increase of their powers will give a clearer voice and greater weight to the views of the various communities of this great country than is furnished by the occasional presentation of a formal address.

In your observations upon the gold standard reserve and railway development, you have touched upon difficult questions, which have formed the subject of much discussion in the past, and are likely to engage the anxious consideration of Government in the future. I can assure you that any opinions which the commercial community may feel called upon to express in furtherance of their solution

whether by the voice of their representatives in Council, or otherwise shall receive sympathetic attention. I note your appreciation of the increasing tendency of Government to take you into their confidence in matters affecting your welfare.

My own experience in foreign countries has brought me to realise the importance of commerce as affecting political questions: its problems have occupied my attention not only abroad, but throughout the period of my service in the Foreign Office, and I have always attached to them a special importance. You may rest assured of my sympathetic and active interest in all matters affecting your commercial and industrial life, and I shall rely at the same time upon your helpful co-operation in all matters affecting the development of the trade and resources of this great Empire. In conclusion let me thank you, gentlemen, for your congratulations, and for the compliments you have paid me. I appreciate the trouble that you—busy men as you are—have taken in coming here to present to me this address; and I thank you warmly for the cordiality of your welcome.

APPENDIX T.

ADDRESS TO LORD MINTO, THE RETIRING VICEROY.

To His Excellency The Right Honourable

Sir GILBERT JOHN ELLIOT-MURRAY-KYNYNMOUND, P.C., G.C.M.G., G.M.S.I., G.M.I.E.,

Earl of Minto, Viscount Melgund, Viceroy and Governor General of India.

May it please your Excellency,—This is the third occasion on which we, as members of the Bombay Chamber of Commerce, have had the honour of addressing Your Excellency. It is just 5 years since we welcomed you to India as Viceroy and Governor General, and it is only a little more than a year since Your Excellency favoured our city with a visit.

On the last occasion we brought to your notice, at some length, commercial matters of interest to our Chamber covering the first four years of your Viceroyalty, and we therefore now need but recall the development of the past 12 months.

Before referring to other events, it is with deep regret we record the great loss to the Empire in the demise of our late King-Emperor, whose memory the many communities in India are loyally joining together in perpetuating.

During the last year the steps taken by the Government of India to put down sedition and disorder have tended, we consider, to give confidence to trade and to further commercial welfare. The revised terms which have been introduced for the construction and working of feeder lines is an important measure which, we feel sure, will prove of great benefit in encouraging the development of Railway extensions.

In addressing you previously we commented on the improvements in inland telegraphic facilities, and asked your interest in the matter of reducing the tariff rates on foreign messages. We have now to acknowledge the benefits of cheaper press rates from Europe which, we trust, may be the forerunner of reduced charges on commercial telegrams.

We take this opportunity of thanking Your Excellency for what has been done in the foregoing matters.

The accomplishment of the important scheme for the enlarged Councils is a historical event, with which Your Excellency's name and term of office will always be associated. This Act, which has been welcomed by all, has not only enlarged the field of legitimate political aspirations, but by affording opportunities for the wider consideration and discussion of public questions, has brought Government into closer touch than hitherto with the various communities in this country.

Your Excellency arrived in India at the commencement of a time of political unrest and trouble, and we fully realize the many anxieties and difficulties which have confronted you and which have had to be surmounted. We are thankful that Your Excellency leaves us at a time when conditions are improved, and happier feelings exist.

This welfare, we are pleased to say, has been enhanced during the latter period of Your Excellency's term of office in India by the universally favourable monsoon of last year, followed by bright prospects for the coming season.

We trust that, after so many years of arduous and anxious work, Your Excellency may enjoy to the full the peace and restfulness of a holiday well-earned.

Wishing Your Excellency and Lady Minto a safe voyage and all happiness and prosperity on your return to the home-land, and with every assurance of our respect.

In the name and on behalf of the

Members of the Bombay Chamber of Commerce,

R. G. MONTEATH (Chairman),
W. L. GRAHAM (Deputy Chairman),
J. BLACK,
J. J. DAMALA,
E. J. HAWKE,
D. M. INGLIS,
W. H. OGSTON,
A. D. G. SHELLEY,
E. YEO,
} Members of the Committee,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 24th November 1910.

Replying, His Excellency Lord Minto said:—Gentlemen,—This is as you have reminded me, the third occasion on which the Members of the Bombay Chamber of Commerce have presented me with an address. The last occasion was very little more than a year ago. I well remember it for you touched upon topics of great commercial and political interest which had given me much cause for careful consideration, and as to which I fully recognised the extent to which your interests were affected and which I was anxious to assist as far as possible. It is, therefore, a great pleasure to me to hear that the Government of India have been able to some extent to meet your views.

'But, gentlemen, on looking back at the public work of the last twelve months, we cannot but recollect that a great shadow has darkened the horizon of the Empire in the death of our beloved King-Emperor to whose memory his subjects are now striving to do honour.

You have alluded, gentlemen, to the enlargement of the Legislative Councils inaugurated during my administration, and you assure me of the benefits as wider consideration of public affairs and a closer touch between the various communities and the Government of India will in your belief confer upon the population: and with the recollection of the many difficulties that had to be faced, I cannot tell you how sincerely I value your assurance, whilst not only is the political atmosphere clearer but there is every prospect of agricultural prosperity. I congratulate you on the future outlook.

It is hard to realize that five years have passed since you first welcomed me to Bombay, and that you are now bidding me farewell. I hope the great interest you represent will continue to grow and flourish, and I thank you sincerely, gentlemen, for your kindly words and for your good wishes to Lady Minto and to myself on our departure from India.

APPENDIX U.

PUBLIC HOLIDAYS.

No. 822 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1910.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1911, under the provisions of the Negotiable Instruments

Act, should, as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902, be appointed by the 15th November, and to request that the usual Notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber, the Hon'ble Mr. R. G. Monteath, will represent the Chamber on the Committee in question.—I have, &c.,

R. E. GREGOR-PEARSE,
For Secretary.

BOMBAY, 19th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward herewith a petition signed by 600 Parsi employés in different local Banks, Banking and other Mercantile Houses, together with a spare copy of the same, and request that you will be good enough to lay it before the next Holiday Committee for their favourable consideration.—I have, &c.,

SORABJI FRAMJI BANKER,
Head Shroff, Bank of Bombay.

BOMBAY, 19th October 1910.

The HOLIDAY COMMITTEE,
c/o THE CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIRS,—We, the undersigned Parsee employés in Local Banks and in Local Mercantile Firms, respectfully beg to request you to be good enough to recommend to our benign Government the inclusion in the Gazetted Holidays List for the coming year of the great

Parsee Holiday called "Zarathostno-Diso." The said day is the anniversary of the death of our Prophet Zoroaster, and falls on the 11th day named Khorshed of the 10th month called "Deh" of the Parsi year. This year the holiday fell on the 20th day of June.

The said Holiday stands on the same footing as the Easter Holidays of Christians and is one of the most sacred days in the year for our Community.

Our Community since it immigrated into this land 12 centuries ago went through various phases of fortune, good and bad, and this Holiday was therefore not observed with that devotion, solemnity and earnestness, which were due to its great sacredness. Owing to these reasons our Community did not request the Government prior to last year to recognise it as a Holiday. Our Community has for the last few years awakened fully to its obligation and duty in this respect, and has done much for its proper celebration as is testified by the holding of very largely attended religious gatherings (Jashans) in Fire Temples and elsewhere not only in Bombay but in numerous other places within the country. Most establishments under the control of Parsees are now closed on this day. The Share-Bazaar also remains closed and Government has been good enough to recognise the great importance and sanctity of the day for the Parsee Community by including this Holiday in the list of sectional holidays for Parsees as from the current year. We may be permitted to add that this was due to weighty applications made to Government by such representative and influential Parsee bodies as the Zoroastrian Association and the Trustees of the Parsee Punchayet.

In spite of all this, however, we, the undersigned, have to go to office on that day and find it difficult, therefore, to attend for prayer at our Fire Temples, to take part in the public observance of that day and otherwise to perform acts of reverence and gratitude due to our great Prophet on that all-important occasion, on account of the "Diso" day not having been declared a holiday under the Negotiable Instruments Act.

We may be permitted to add that the recent proper observance of the anniversary of our Prophet's death does not stand by itself, but is an important phase of the movement for religious revival now going on amongst the Parsees in which we are anxious to take part.

We, therefore, humbly pray that you will be pleased to add "Zarathost-no-Diso" to the list of Bank Holidays prepared by you for the coming year and thus confer a great boon upon us as well as on our Community.

We may be permitted to point out that for four months between April and August, there is only one Gazetted Holiday, namely, the King's birthday, and also to mention that the number of Bank Holidays in Calcutta in 1909 was 26 as against 23 holidays gazetted in Bombay.

We have lastly to request you to forward this representation or a copy of it to Government, when you submit your list of Bank Holidays for the coming year.

We have not thought it necessary to trouble Government by a separate petition, as the latter have before them the weighty representations abovementioned of the Zoroastrian Association and the Trustees of the Parsee Punchayet *re* the Diso Holiday, copies whereof are hereto annexed for reference.—We are, &c.,

SORABJEE FRAMJEE BANKER,
AND SEVERAL OTHERS.

No. 874 OF 1909.

BOMBAY, 3rd November 1909.

The CHIEF SECRETARY TO GOVERNMENT,
Bombay.

DEAR SIR,—I am directed by the Trustees of the Parsee Punchayet Funds and Properties to request you to submit the following matter for the favourable consideration of H. E. the Governor in Council :—

The different Communities of Bombay have their special sectional holidays, besides those common holidays that are generally observed. We pray that the day of the anniversary of the death of our Prophet known as Zarathost-no-Diso which falls on the 11th day (Khorshed) of the 10th Month (Deh) of the Parsee year may be included in the list of the sectional holidays of the Parsee Community. Owing to various circumstances, this holiday had fallen

into a little oblivion. But it has begun to be observed with solemnity due to its importance and the Community sees the necessity of its being observed in due and proper manner. The fact of its not being recognised as a holiday by the Government comes into the way of its proper observance. If the offices are closed on that day our co-religionists will have the advantage of properly observing it We, therefore, humbly pray that the holiday may be duly recognized by Government and included in the list of Parsee sectional holidays. —Yours faithfully.

JIVANJI JAMSHEDJI MODI,
Secretary.

THE ZOROASTRIAN ASSOCIATION,
7-11, ELPHINSTONE CIRCLE,
BOMBAY, 20th October 1909

To

L. ROBERTSON, Esq., I.C.S.,
SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—We are desired by the Managing Committee of the Zoroastrian Association to request that you will be so good as to lay the following matter before H. E. the Governor in Council for his favourable consideration :—

2. Government publishes every year a notification declaring a certain number of public holidays for all communities, as well as certain other sectional holidays, which it recognises for particular communities only. It is our humble prayer that Government may be pleased to recognise as one of the latter sectional holidays for Parsis the anniversary of the death of our Prophet Zoroaster, which is known as "Zarathost-no-Diso" and which falls on the eleventh day (corresponding during the next year (1910) with 20th June in that of the Kadmi and 20th July in that of the Shenshahi sect of the Parsees) named Khurshed of the tenth month called Deh of the Parsee year.

3. Owing to the vicissitudes of fortune to which our community had for a long time been exposed since its immigration into this country, this anniversary which was originally a festival of great solemnity had fallen into desuetude and this probably might be the reason why in former years it was not suggested to Government to recognise it as a Parsee holiday. But of late years our community has awakened to its obligation in the matter of this festival and has taken important steps towards its revival and public observance, as may be evidenced by the holding of religious gatherings in Fire Temples and other places on this day and also by ceremonial observances in remembrance of the Prophet in various places. Most establishments under the control of Parsis are now closed on this day, which fact considerably facilitates its proper observance by enabling the Parsis employed in them to attend the religious ceremonies in Fire Temples and elsewhere.

4. All this, we are glad to say, forms part of the movement for religious revival now going on in our Community, and we earnestly hope that Government will see its way to help in this laudable work; for we need not say that anything that tends to strengthen religious sentiment among our Community also strengthens the cause of good Government and makes its members better citizens. We, therefore, humbly pray that Government may be graciously pleased to grant this request, which is preferred on behalf of a loyal community and to pass orders recognising the anniversary as a sectional holiday for its Parsi servants and thereby enable them to observe the day of the death of their Prophet with all becoming solemnity.

5. We may remind Government that close upon half a century Government allowed the Parsis as well as other communities eleven sectional holidays in a year, but since 1902 the number of Parsi holidays has been reduced to eight while the other communities have been allowed a large number of holidays. The grant of our request will, therefore, in a way remove the anomalous distinction now existing in the matter of these holidays.—We are, &c.,

SIR JAMSHEDJI JEEJEEBHOY, Baronet,
President.

J. K. DAJI,
Joint Honry. Secretary,
Zoroastrian Association.

No. 3395 OF 1910.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 20th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 822, dated 7th October 1910, I am directed to state that instructions have been issued for the appointment of a Committee to consider what days in the year 1911 should be recognised as holidays under Section 25 of the Negotiable Instruments Act. The constitution of the Committee will be the same as in previous years, with the addition of a member to be nominated by the Indian Merchants' Chamber and Bureau, Bombay. The names of the gentlemen nominated to serve on the Committee by the Exchange Banks, the Indian Merchants' Chamber and Bureau, Bombay, and the Hon'ble the Chief Justice of His Majesty's High Court of Judicature will be communicated to you in due course.

2. I am to add that a copy of the lists of Hindu, Parsi, Jewish, Jain and Mahomedan holidays occurring during the year 1911 will be supplied to you as soon as the lists are received from the Oriental Translator to Government and a list of sectional holidays as soon as it is published.—I have, &c.,

P. B. HAIGH,
Acting Under-Secretary to Government.

No. 3587 OF 1910.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 9th November 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the letter from this Department, No. 3395, dated 20th October 1910, I am directed to state, for the information of your Chamber, that the Indian Merchants' Chamber and Bureau, Bombay, the Exchange Banks and the Hon'ble the Chief Justice of His Majesty's High Court of Judicature have respectively nominated the Hon'ble Mr. Manmohandas Ramji, Mr. James Murdoch of the Mercantile Bank of India, and Mr. A. M. Kajiji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee

appointed for the purpose of considering what days in the year 1911 should be recognised as holidays under Section 25 of the Negotiable Instruments Act, 1881. I am to request that the report of the Committee may be submitted to Government by the 17th instant at the latest.—I have, &c.,

R. D. BELL,
Under-Secretary to Government.

No. 932 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 15th November 1910.

SORABJI FRAMJI BANKER,
Head Shroff,
Bank of Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 19th ultimo, covering a petition signed by the Parsee employés of the various Banking and Mercantile Houses, begging that "Zarathost-no-Diso," the anniversary of the death of the Prophet Zoroaster, be recognised a Public Holiday under Section 25 of the Negotiable Instruments Act, 1881.

In reply, I am to state that the Holiday Committee have recommended the inclusion of the above day in the list of Public Holidays; and have also, as desired by your petitioners, forwarded for the consideration of Government the petition submitted by you with reference to the subject.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 930 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 15th November 1910.

The UNDER-SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your two communications of the 9th and 11 instant, with reference to the Committee

appointed for the purpose of considering what days in the year 1911 should be recognised as holidays under Section 25 of the Negotiable Instruments Act, 1881.

2. I am to state the Committee met on Monday, the 14th instant, in the Chamber's Rooms, and after careful consideration, they decided on recommending that the days mentioned on the accompanying list should be declared as Public Holidays for the year 1911.

3. As regards Dussera, I am to explain that there is some doubt as to whether the 2nd or 3rd October is the correct date. In the list of Hindu Holidays submitted with your letter No. 3607 of the 11th November 1910, the date given is the 2nd October; but the Hindu member of the Committee maintained that according to the Native Calendars and Hindu Religious Authorities on the subject, the 3rd October should be fixed as the correct date. In these circumstances the Committee, while recommending one holiday for Dussera, beg that after further inquiry the exact date may be fixed by Government.

4. The Committee also recommend that "Whit Monday" on the 5th June be included in the list of Public Holidays. This day is universally recognised as a non-business day throughout the civilised world, and in consequence no business with other countries can be done in Bombay on that particular day. For this reason, and also because Whit Monday comes at a period of the year when a holiday would be welcome, and could best be spared in Mercantile and Banking circles, the Committee strongly urge its inclusion in the public list.

5. Lastly I am to forward, for the information of Government, a petition submitted to the Holiday Committee by 600 Parsi employés in the various Banks and Mercantile Houses, begging that "Zarathostno-Diso" on the 20th June (the anniversary of the death of the Prophet Zoroaster) be declared a public holiday in future. The Committee see no objection to acceding to the wish of the Parsi Community, more especially as besides Whit Monday there is no other holiday during the months of May, June and July.—I have, etc.,

J. B. LESLIE-ROGERS,

Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 15th November 1910.

Report of the Committee appointed by Government for the purpose of considering what days in the year 1911 should be recognised as holidays under Section 25 of the Negotiable Instruments Act.

The Committee recommend the following :—

1.	New Year ...	2nd and 3rd January.	Monday and Tuesday.	2 Days.
2.	Mohurrum ...	12th January ...	Thursday ...	1 Day.
3.	Maha Shivratri ..	27th February..	Monday ...	1 Day.
4.	Holi	14th March ...	Tuesday ...	1 Day.
5.	Jamshedi Naoroz.	21st March ...	Tuesday ...	1 Day.
6.	Ramnavami ..	7th April ...	Friday	1 Day.
7.	Easter	14th, 15th and 17th April.	Good Friday, Saturday and Monday.	3 Days.
8.	Whit-Monday ...	5th June ...	Monday	1 Day.
9.	Birthday of His Majesty the King-Emperor.		Such day as may be fixed by the Governor General in Council.	
10.	Zarathost-no-Diso	20th June ...	Tuesday ...	1 Day.
11.	Cocoanut Day ..	9th August ...	Wednesday ...	1 Day.
12.	Gokal Ashtami ...	17th August ...	Thursday ...	1 Day.
13.	Ganesh-Chaturthi and Samvatsari (Jain).	28th August ...	Monday ...	1 Day.
14.	Pajusan (Bhadarva Sud 5th).	29th August ...	Tuesday ..	1 Day.
15.	Parsi New Year...	12th and 13th September	Tuesday and Wednesday. ...	2 Days.
16.	Khordadsal ...	18th September.	Monday ...	1 Day.
17	Dussera	2nd or 3rd October.	Monday or Tuesday.	1 Day
18.	Divali	21st, 23rd and 24th October.	Saturday, Monday and Tuesday.	3 Days.
9.	Christmas ...	23rd, 25th and 26th December.	Saturday, Monday and Tuesday.	3 Days
20.	New Year ...	30th December.	Saturday ...	1 Day.

R. G. MONTEATH (Chairman).
W. H. MICHAEL.
ROBT. AITKEN.
J. MURDOCH.
A. M. KAJIJI.
MUNMOHANDAS RAMJEE.

No. 3854 OF 1910.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 30th November 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 930, dated 15th November 1910, I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 3852, dated 30th idem, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1911.

2. The Holidays Committee for 1911 have recommended a total number of 28 days as public holidays under the Negotiable Instruments Act. The number of public holidays under the Act for 1910 is 24 in all. The recommendations of the Committee therefore, if accepted, would involve an increase of four. In the opinion of the Governor in Council the number of holidays under the Act should be limited to 26 in all, which is equivalent to one holiday a fortnight on the average. Accordingly Government have omitted the holidays recommended for Whit Monday and Zarathost-no-Diso. The date for Dassera has been taken to be 2nd October, on which day, it has been ascertained, the festival will be observed by all Hindus of the Deccan and of Gujarat except the Vaishnavas.—I have, &c.,

A. D. BELL,

Under-Secretary to Government.

No. 3852.

NOTIFICATION.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 30th November 1910.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year

1911, in addition to the Monday next following New Year's Day (2nd January), Good Friday (14th April) and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year	3rd January ..	Tuesday.
Mohurrum	12th January ...	Thursday.
Maha Shivratri	27th February ..	Monday.
Holi	14th March... ...	Tuesday.
Jamshedi Naoroz	21st March	Tuesday.
Ramnavami	7th April	Friday.
Easter	15th & 17th April	Saturday & Monday.
Cocoanut Day	9th August ..	Wednesday.
Gokul Ashtami	17th August ...	Thursday.
Ganesh Chaturthi and Samvatsari (Jain).	28th August ...	Monday.
Pajusan (Bhadarva Sud 5th)...	29th August ...	Tuesday.
Parsi New Year	12th & 13th Sept. ...	Tuesday and Wednesday.
Khordad Sal	18th September ...	Monday.
Dassera	2nd October ...	Monday.
Divali	21st, 23rd and 24th October.	Saturday, Monday and Tuesday.
Christmas	23rd & 26th Dec. ...	Saturday & Tuesday.
New Year	30th December ...	Saturday.

NOTE.—The date which may be fixed hereafter for the celebration of the Birthday of His Majesty the King-Emperor will be notified separately in due course.

2. This Notification does not apply to Sind.

By order of His Excellency the Hon. the Governor in Council,

G. CARMICHAEL,
Chief Secretary to Government.

APPENDIX V.

JAIL MANUFACTURES.

Competition with Private Enterprise.

Chamber of Commerce,
Madras, 20th April 1910.

The Chairman, Chamber of Commerce,
Bombay.

Dear Sir,—I beg to enclose copy of a letter which this Chamber has addressed to the Government of India protesting against the unfair competition of Indian Jails with private manufacturers—in support of the Resolution adopted at the Conference of Chambers of Commerce of the Empire held at Sydney last year, and of a letter addressed to this Chamber by Messrs. Binny & Co., Ltd., a copy of which accompanies our letter. In doing so, this Chamber trusts that your Chamber will see its way to support the views expressed.—I am, &c.

H. S. FRASER,
Chairman.

A. E. LAWSON,
Secretary.

Chamber of Commerce,
Madras, 20th April 1910.

The Secretary to the Government of India,
Finance and Commerce Department,
Simla.

Sir,—This Chamber wishes to represent to the Government of India the serious effects of the competition of the State with private enterprise as exemplified in the operations of the Bhagalpur Central Jail, which have detrimentally affected the Bangalore Woollen, Cotton and Silk Mills, Ltd., in this Presidency as well as, the Chamber believes, private Mills in other parts of India.

2. At the Conference of Chambers of Commerce of the Empire held last year at Sydney there was passed a Resolution in these terms :—" Whereas private enterprise has the right to be protected against the competition of articles manufactured by convict labour at an artificially lowered cost of production ; and whereas there are indications of a tendency in certain parts of the Empire to develop the commercial element of Jail labour to the injury of private manufactures, this Congress approves the principle that the produce of Jail manufacture shall be used in Government service only, but in no case should power machinery be employed in Jails for the production of articles of trade." It is mainly with reference to the development condemned in the last portion of this Resolution, the employment of power machinery in Jails, that the Chamber wishes to address the Government of India.

3. The introduction of power machinery means that the State is no longer competing with private enterprise merely with convict labour, but with means of production which greatly enhance the output of the Jails. The effects of this development are felt both in the market for raw material and in the market for the finished product. The increased demand of the Jails for raw material tends to raise the price for the private purchaser, and indeed, as the Chamber is informed, in some cases seriously limits the supply obtainable by the latter. At the other end of the process of manufacture private enterprise finds itself undersold by Jails working at much less cost than is possible for any private factory.

4. The extension of power machinery in the Bhagalpur Jail, and the Coimbatore Jail also, so far as known to the public, and the effect on their output are dealt with in detail in the accompanying letter from Messrs. Binny and Co., Ltd., Madras, from which it will be seen how serious the effect of Jail competition has been on the Bangalore Mills. Those Mills have lost much of their business with Government Departments, and though the Chamber does not wish to raise here the question of whether it is in accordance with public interests that the State's needs should be met from Jail factories, it begs to recall to the notice of the Government of India the terms of their Resolution quoted in Messrs. Binny and Co.'s letter, *viz.*, Home Department Resolution, dated the 22nd September 1882, para. 7), which is, in the Chamber's opinion, a complete refutation of the

argument that the State gains by manufacturing its own supplies in Jails. But apart from loss of business with Government Departments the Mills have suffered by Jail competition in the general market, both, as has already been pointed out, by the enhancement of the cost of raw material consequent on increased demand by Jails using power machinery and by underselling of the manufactured article.

5. The Chamber is aware that the Government have endeavoured to limit the sale of Jail manufactured goods in the open market, but it submits that their endeavours have not been successful, and in fact cannot be successful, for the following reasons, which are set out in more detail in Messrs. Binny & Co., Ltd.'s letter. In the first place, there are always a certain number of rejections by Government Departments, which the Jails must dispose of in competition with private enterprise. Secondly, the demands of the Army are very variable and Jails undertaking the contracts are therefore obliged to manufacture on a scale larger than that normally required by the Army in order to ensure carrying out of contracts in the event of the maximum demand arising. They have thus, ordinarily, a considerable surplus, which again must be disposed of against private manufactures. Thirdly, convict labour must be kept employed, irrespective of any diminution in the demands of Government Departments, thus producing articles for the general market. For all these reasons, a substantial proportion of Jail manufactures where power machinery is in use must come into competition with the products of private Mills in the open market.

6. Regarding the question from the point of view of the Jail Department, the introduction and extension of power machinery seems to the Chamber as objectionable as from the point of view of the private manufacturers, for, as has been noticed by the Inspector General of Prisons in Bengal, in a Report quoted by Messrs. Binny & Co., Ltd., there is a tendency to lay too much stress on the commercial aspect of convict labour, in forgetfulness of the principle that Jail labour ought to be before all things penal. If, however, the prisoner benefits while in Jail by the exaction of this lighter work instead of a penal task, he is released with much less chance of obtaining work near at hand than if he had been trained in a handicraft.

7. Finally, from the point of view of the general public, the Chamber submits that, as shown in the accompanying calculations, the saving effected by the State as the result of using power machinery is not merely small, but in great part illusory, and would almost, if not quite, disappear on an audit of the Jail accounts on ordinary business principles. Even if it were otherwise, and a substantial profit were shown, the Chamber contends that, as set forth by the Government of India in the Resolution already cited, it is only on a misapprehension of the relations of the Government and the people that such profit could be regarded as genuine gain to the former or genuine relief to the latter.

8. In the light of these considerations and others adduced in Messrs. Binny and Co.'s letter, the Chamber respectfully and strongly urges on the Government of India the necessity of imposing severer limitations on the employment of power machinery in Jails until such time as its use can be altogether suppressed.—I have, &c.,

H. S. FRASER,
Chairman

A. E. LAWSON,
Secretary.

No. 464 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 31st May 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I beg to acknowledge receipt of your letter dated 20th April, enclosing copy of a letter addressed by your Chamber to the Government of India, regarding unfair competition of Indian Jails with private manufacturers.

In reply, I am directed to enclose a copy of a letter which my Committee have addressed to the Government of India in support of your letter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 461 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 30th May 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
Simla.

SIR,—My Committee have been favoured with copies of correspondence addressed to you by the Madras Chamber of Commerce, regarding Jail competition with private enterprise.

2. The views expressed by the Madras Chamber are in accord with those held by this Chamber ; and my Committee also desire to draw the attention of Government to the following Resolution passed at the Conference of the Chambers of Commerce of the Empire held at Sydney last year, *viz* :—" Whereas private enterprise " has the right to be protected against the competition of articles " manufactured by convict labour at an artificially lowered cost " of production ; and whereas there are indications of a tendency " in certain parts of the Empire to develop the commercial element " of Jail labour to the injury of private manufactures, this Congress " approves the principle that the produce of Jail manufacture shall " be used in Government Service only, but in no case should power " machinery be employed in Jails for the production of articles of " trade."

3. My Committee consider that the use of power machinery with unpaid convict labour produces an artificial monopoly in cheap production, with which private enterprise cannot possibly compete, and it is therefore felt that the trade have a just grievance in this direction. Whilst it is acknowledged that the manual labour of Jail convicts may be developed to its utmost capacity for the benefit of Government, it is contended on the other hand that the application of machinery not only defeats the penal purpose of a Jail, but also encroaches on the rights of the free labourer and private manufacturer.

4. Expressing the general opinion of the trade in this matter, my Committee feel compelled to respectfully urge the abolition of power machinery in Jails, or, at any rate, its greater restriction where its use is realised to be competing to the detriment of private enterprise in any particular line of production.

5. In conclusion, my Committee trust that the views expressed by both this and the Madras Chamber will receive due consideration, and that Government will, in the interest of trade, make a definite pronouncement as to its future policy regarding Jail manufactures generally.—I have, &c.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 199.

HOME DEPARTMENT (JAILS),
SIMLA, the 18th June 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 164 of the 30th May 1910, addressed to the Finance and Commerce Department of the Government of India on the subject of the competition of Indian jails with private manufacturers; and to say that the subject will receive the consideration of the Government of India.—I have, &c.,

I. P. LLOYD,
Under-Secretary to the Government of India.

Extract from the Proceedings of a Meeting of the Legislative Council of the Governor of Bombay held on Saturday, 25th June 1910.

The Hon'ble Mr. W. L. Graham said: Your Excellency—In this budget there is one point to which I would like to draw attention, *viz.*, the increase in the sale-proceeds of jail manufactures. One realizes fully the value of utilizing jail labour for a useful purpose; but I would respectfully deprecate any competition with commercial enterprise. In the Madras Presidency, no doubt, in order to inflate returns, steam-driven machinery has been introduced into jails for the manufacture of cloth, much to the detriment of local trade. I trust that any success in enhancing jail returns in this Presidency will not lead to a step of this kind.

The Honourable Lieut.-Colonel Jackson said : Your Excellency—There has been a small rise of about Rs. 5,000 in the sale-proceeds of jail manufactures. One of the most difficult questions is what to do with our prisoners. Whatever form of industry you adopt, you touch somebody's susceptibilities. In England the Trades Union raise objections against mat-making. In America the representatives of a great Trade Union considered it was the industry for a jail. They held "make as many mats as you like ; it does not affect our trade union." The Bombay Presidency has invariably and always stood out against the introduction of machinery in jails. Machinery is used only in one respect in Bombay and that is printing machinery. That was largely introduced, because of the hopeless and complete breakdown of the Government Central Press in the epidemic of plague. That is the only machinery that has been introduced into the Bombay jails. I think it is certainly not advocated by the Bombay Government that machinery should be largely introduced. When people talk of jail manufactures interfering with private enterprise, they forget that many arts and industries have been preserved by the Indian jails, which otherwise would be forgotten now. The best vegetable dyeing in India is done by our jails, and if the manufacture of carpets had not been kept up in the jails, it would now probably be a lost art in India.

APPENDIX W.

INSECT PESTS.

No. 9644 of 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 22nd October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of a letter No. 17-141-2, dated 22nd September 1910, from the Government of India, regarding the proposal to control the import of plants, grafts, seeds and the like, so as to

prevent the introduction into this country of insect pests and fungoid diseases, and to request that Government may be favoured with the opinion of the Chamber on the proposals made by the Government of India.—I have, &c.,

P. B. HAIGH,
Acting Under-Secretary to Government.

No. 17-141-2.

DEPARTMENT OF REVENUE AND AGRICULTURE,
SIMLA, the 22nd September 1910.

THE CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

SIR,—I am directed to forward copies of a pamphlet containing correspondence regarding a proposal to control the import of plants, grafts, seeds and the like, so as to prevent the introduction into this country of insect pests and fungoid diseases.

2. The Government of India as at present advised are of opinion that some measure of control is desirable to protect the staple agricultural products of India from danger arising from the importation of insect pests and fungoid diseases with foreign plants. I am accordingly to request that the Government of India may be favoured with the opinion of the Governor in Council on the advisability of issuing under section 19 of the Sea Customs Act, 1878 (VII of 1878), a notification on the lines of the schedule of dangerous plants which forms an enclosure to the letter from the Director, Agricultural Research Institute, Pusa, No. 106, dated the 9th July 1910, appended to the printed pamphlet forwarded herewith. It is suggested that the individuals and bodies noted in the margin might suitably be consulted in the matter.—I have, &c.,

1. Provincial Directors of Agriculture.
2. Provincial Economic Botanists.
3. Officers in charge of important Botanical Gardens.
4. Customs authorities.
5. Chambers of Commerce.
6. Leading Representatives of Tea, Coffee and Fruit Industries.

E. D. MACLAGAN,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 10th November 1910.

The ACTING UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 9644, dated 22nd October 1910, together with a copy of a letter from the Government of India, and a printed pamphlet regarding the importation of insect pests and fungoid diseases with foreign plants.

2. I am to say my Committee have always been keenly alive to the dangers of the situation, and that in 1906 they strongly urged the necessity of stringent precautions being taken throughout India, and more particularly in Bombay. They, therefore, gladly support the measures now put forward by the Government of India, and agree that the issuing of a Notification under section 19 of the Sea Customs Act, 1878 (VIII of 1878), will serve the purpose. They, however, hope that due arrangements will be made to prevent this new ruling from in any way being obstructive to the usual importation of plants, roots, seeds, &c.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX X.

IMPROVEMENT OF FISHERIES.

CHAMBER OF COMMERCE,
BOMBAY, 21st July 1910.

The UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—On the 2nd June 1908 this Chamber was favoured with a copy of a Government Resolution No. 5472 on the subject of the protection of fisheries in the Bombay Presidency.

2. In this Resolution, it was stated that the Collector of Salt Revenue, Bombay, would be deputed to undertake certain inquiries regarding the utilisation and supply of sea fish, and that on submission of his report it would be considered what measures should be taken by Government.

3. As the Chamber is interested in the welfare of the fisheries of this Presidency, I am desired by my Committee to enquire whether the report referred to has been received, and whether Government can favour them with any further information on the subject?—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 6919 OF 1910

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 608, dated the 21st July 1910, I am directed to inform you that the report regarding the measures for the improvement of fisheries in this Presidency called for in paragraph 13 of Government Resolution No. 5472, dated 2nd June 1908, has not yet been received, and that no further information on the subject can, therefore, be given at present.—I have, &c.,

R. D. BELL,
Under-Secretary to Government.

No. 673 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 12th August 1910.

The UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 6919 of the 3rd August 1910, in which you inform the Chamber that the report called for in 1908, regarding measures for the improvement of fisheries in this Presidency has not yet been received.

2. As the subject is of interest to the Chamber, I am desired to say my Committee would be obliged, if you could kindly let them know when the promised report is likely to be issued ?—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 7660 of 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 25th August 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter No. 673, dated 12th August 1910, I am directed to inform you that Government are unable at present to state when the report regarding the measures for the improvement of fisheries in this Presidency will be issued.—I have, &c.,

P. B. HAIGH,
Acting Under-Secretary to Government.

No. 709 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 29th August 1910.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—My Committee will be obliged if you will be so good as to favour them with two copies of Mr. J. Hornell's Report on the Sind Fisheries, which they understand was recently published.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 8512 OF 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 22nd September 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 709, dated 29th August 1910, I am directed to inform you that Mr. Hornell's report on the improvement of oyster beds in Sind is still under consideration and has not yet been published.—I have, &c.,

P. B. HAIGH,
Acting Under-Secretary to Government.

APPENDIX Y.

THE METRIC SYSTEM AND THE STANDARDISATION OF WEIGHTS AND MEASURES IN INDIA.

THE DECIMAL ASSOCIATION,

605, SALISBURY HOUSE, LONDON WALL,
LONDON, E. C., 14th February 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to enclose for your perusal two pamphlets dealing with the application of the Metric System to the textile trade, which are interesting as showing that the fears expressed by a portion of one section of that trade were unfounded.

It should be borne in mind that at no time did this Association propose legislation insisting on the use of the Metric System within any factory; all that we asked was that the Metric System should be made compulsory in all transactions of buying and selling. At

the same time we are prepared to show that the use of the Metric System in manufacturing processes would be beneficial to various trades, and it is with the object of proving this application to a particular trade that the enclosed* articles were written.

May I remind you that you were good enough to send us a subscription of £1 about this time last year.—I have, &c.,

E. JOHNSON
Hony. Secretary.

No. 232 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 19th March 1910.

The HON. SECRETARY, DECIMAL ASSOCIATION,
London.

DEAR SIR,—I am desired to acknowledge receipt of your letter of the 14th ultimo and to thank you for the interesting pamphlets dealing with the application of the Metric System to the textile trade.

My Committee, however, feel they cannot hold out any hope of the Metric System being favourably considered in India until it is generally adopted in the United Kingdom. Even then it is doubtful whether this system would be generally acceptable to the many and often antagonistic races dwelling in this vast continent.

In these circumstances my Committee feel that at present they are unable to take any active interest out here in the matter; and they therefore desire me to discontinue our subscription for the future. They will, however, always be glad to circulate any information that may be put before them regarding the aims of your Association.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

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* Not printed.

THE DECIMAL ASSOCIATION,
605, SALISBURY HOUSE, LONDON WALL,
LONDON E. C., 5th April 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I thank you for your letter, dated 19th March last, and headed No. 232.

I note with very much regret that your Committee has decided to discontinue its subscription to this Association, and I have removed the name of your Chamber from the list of our subscribing members. I will gladly, however, forward you any information or literature which the Association may issue from time to time as I have done in the past.

The enclosed copy of a press cutting of a recent number of "Commercial Intelligence" contains some information which may be of interest to your Chamber. The views expressed therein are directly at variance with those of your Committee, in that they point to a growing feeling in favour of Metric Reform among Indian Merchants, I have, therefore, considerable hesitation in accepting the truth of the report therein contained until I receive some confirmation.

Perhaps your Committee would be good enough to look into this matter and to advise me whether there is any foundation for the suggestion that the Indian Government intends to take action.—I am, &c..

E. JOHNSON,
Hony. Secretary.

COPY.

Unification of Indian Weights and Measures.—At the Industrial Conference at Lahore opened on December 30th, the Maharajah of Darbhanga was installed as President and delivered an interesting address, in which he touched upon the unification of weights and measures in India urging that steps in this direction should now be taken by Government. The Lieutenant-Governor in his speech alluded to the fact that the kilogramme is almost identical with the *ser* most commonly in use in India, and that for this reason there

was passed in 1871 an Act which declared the kilogramme to be the standard weight of the country. This Act still stands on the Statute Book, but it has never been enforced, as it was believed that the country was not ready for it. The Government Director-General of Commercial Intelligence, however, has found that among Indian merchants there is a growing feeling in favour of reforming the present systems of weights and measures, and Government evidently intends to take the matter up again.—*Commercial Intelligence.*

No. 351 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 28th April 1910.

The HONY. SECRETARY,
DECIMAL ASSOCIATION,
London.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 5th instant, together with a press cutting of a recent number of "Commercial Intelligence."

With reference to the information contained therein, I am to say that my Committee know of no contemplated action being taken by the Government of India in the direction indicated. A few of the more educated Indians may approve of the unification of the weights and measures, but it is felt that India as a whole, with its many distinct races, is not yet prepared for so great a change.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BANGALORE MUNICIPALITY,
23rd April 1910.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—The question of Standardising Weights is being taken up by the Municipal Commission of the Civil and Military Station. The proposal before them is that, in view of its wide recognition and its vogue within the Station, the English pound Avoirdupois should be taken as the Standard in preference to any local system. The contention is that because the diverse weights throughout India are

habitually expressed in terms of the English Pound, the latter is *de facto* the ultimate standard throughout India, and the change proposed is not a change of standard but a simplification of terminology.

As the proposal is made with a view to facilitating dealings between Bangalore, and the outside world, it is dedesirable that we should obtain outside opinion on the proposal ; and I should be glad if you would briefly favour me with your views. I enclose a statement of "objects and reasons."—I have, &c.,

F. J. RICHARDS.

GENTLEMEN,—What I have to say applies to both Weights and Measures, but the proposition before you refers to Weights only—I have reserved the question of Measures for subsequent discussion, because it is of a more controversial nature.

2. It is no exaggeration to say that the "standardisation" of Weights and Measures has agitated India for over a century, and it seems that the problem stands very little nearer solution to-day than it stood 100 years ago. The chief cause of this chaos is that the particular has been permitted to dominate over the general, the local over the universal, the parochial over the cosmopolitan. By acquiescing in this policy, we have shut our eyes to the historical fact that, provided trade thrives, the most generally recognised system of Weights and Measures must supersede local varieties, and, in course of time, parochial varieties must eventually go to the wall. For instance, the Scottish mile of 5,920 feet or the Irish mile of 6,720 feet have given place to the statute mile of 5,280 feet, and we prefer "gallons" to the "anker," "kilderkin," "rundlet," "tierce" and "puncheon." In exactly the same way, the Company's rupee killed out the "various and perplexing currency" of Gopaulis and Kanteroys, and a host of other systems that puzzled every one at the end of the 18th century.

3. Moreover, a widely recognised system of Weights and Measures is a condition precedent to commercial prosperity, both internal and foreign. That the system of Measures now in vogue in Southern India is parochial cannot be denied. I find that in the Madras Presidency alone 20 different kinds of seers have been standardised and more than 20 other additional units which go by the deliciously vague term of "Measures."

4. Our *Weights* are not quite so bad, but I do not think they can be considered satisfactory. The maund, for instance, varies from the Bengal or Railway maund of 82-2/7 lbs. to the Factory maund of 74 lbs. 10 oz. 11 drs. and the Bazaar maund of 82 lbs. 2 oz. 3 drs. to the Bombay maund of 28 lbs. which, I believe, answers to the Forest Department maund in use at the Fuel Depôt, to the Madras maund which some authorities estimate at 25 lbs. and others at 24 lbs. I find that the maund recognised by the Mysore Government is 24 lbs. 10 oz. 14·55 drachms. I further read that in Coorg and some Coffee Districts of Mysore, a maund of 28 lbs. is used, and that in Bangalore Pellah the merchants buy by the maund of 25½ lbs. and sell by the maund of 24 lbs. The Mysore cotton maund is 27 lbs.; in short, the only answer to the question "what is a maund?" seems to be that a maund is not a maund, but an entirely different weight of the same name.

5. Again, we learn that a seer is the 40th part of a maund. But then some seers weigh 80 rupees and other seers weigh 24 rupees; and I read of a seer in Trichinopoly which weighs 75 rupees. But there is yet an additional horror. I am informed that the Mysore seer equals 24 Raja rupees, which are equal in weight to about 23½ British rupees.

6. Lastly, there is the Kandy. Now I read in one book of reference that a Madras Kandy=500 lbs., in another, that a Madras Kandy=480 lbs. If, however, you happen to be buying sandalwood, you get 560 lbs. to the maund. It may interest you to know the ideas of a kandy prevalent in Malabar. They are as follows:—

Cannanore	(coffee)	=680⅔ lbs.
Do.	(pepper)	=618¾ lbs.
Do.	(cardamoms)	=660 lbs.
Cochin	(yarn)	=672 lbs.
Do.	(oil)	=656 lbs.
Calicut		=700 lbs.
Do.		=560 (for Government salt and coir yarn).
Palghat		=500 lbs.
Tellicherry		=660 lbs.
Quilandi		=773 lbs.
Badagara		=660 lbs.

7. As regards the Civil and Military Station, the question of standardising Weights and Measures has been "under correspondence" since 1871 I shall not weary you by recapitulating its tedious history. In 1871, the Government of India passed an Act "to provide for the ultimate adoption of a uniform system of Weights and Measures of capacity throughout British India." This Act prescribed that "the primary standard of weights should be called a seer, and shall be a weight of metal in the possession of the Government of India equal, when weighed, in a vacuum to the weight known in France as the *Killogramme de Archives*." It prescribed further that the units for weights and measures should be "for Weights, the said seer; for measures of capacity a measure containing one such seer of water at its maximum density weighed in a vacuum."

8. That Act has remained for nearly 40 years a dead letter. The Government of India has so far issued no Notification whatever under the Act, and in 1895 they definitely abandoned the idea of prescribing uniform weights and measures for British Territory.

9. But, though the question has been dropped by the Government of India, it has by no means been given up by this Commission. The first stage was reached after many heated discussions in a Resolution of 26th March 1903; that no further action be taken in the matter pending the passing by the Mysore Government of Rules and Regulations under the Weights and Measures Regulations of 1902.

10. But the matter did not rest there, and in April 1907, the Commission resolved that the Government of India be requested to treat the Civil and Military Station as a special area and apply thereto a set of standard weights and measures, or, if this could not be done, that the weights and measures that will be adopted by the Mysore Durbar be applied to the Station. In reply to this the President was informed that the draft rules were still under consideration by the Durbar, and the question of prescribing standards for the Station should remain in abeyance till the promulgation of the Mysore rules.

11. I find that on 27th August 1907, a strong representation was made by the Bangalore Trades Association to the President of this Commission protesting against the continuance of the existing anarchy. "We have," they write, "during the last week purchased from several places in Bangalore packets of merchandise, so that we

can lay before you the various weights that are now given as being the equivalent of one viss, *i.e.*, 3 lbs. 2 oz. We received from shop"—

No. 1—2 lbs. 15½ oz.
No. 2—2 lbs. 14 oz.
No. 3—3 lbs.
No. 4—2 lbs. 15½ oz.
No. 5—3 lbs.
No. 6—2 lbs. 14 oz.

12. It was further pointed out that "the present weights used in the bazaar are simply pieces of iron or stone and in very few cases, indeed are English pound weights used, so that there is absolutely no check." Unfortunately we are still "no forrader."

13. Now the questions before us this morning are briefly these:—

(1) Are there any standards that we can adopt conveniently as units of weight, and if so, which standard should we select?

(2) What means should we adopt to enforce our standard?

First, then, is there a standard available, and if so what?

14. The Mysore Durbar, the Government of Madras and *a fortiori* the Government of India have a very difficult and delicate task to perform, if they wish to introduce a uniform standard throughout their respective jurisdictions. They have to deal with vast populations using a vast multitude of different standards, varying with each rural tract and each urban centre; variations in local practice cannot, by them, be ignored. But this Commission have only one town to consider; and I am inviting an expression of your opinion as to what is our best interest, to what system should we most profitably adapt ourselves. Shall we follow the lead of Mysore or of Madras or of the Government of India, or is there another alternative?

15. Now I am very strongly of opinion that any attempt to adapt our system of weights and measures to the existing practices in the villages of the Madras Presidency or Mysore State, which are essentially agricultural is foredoomed to failure. My reasons for so believing are two—

(1) It is impossible to construct a system that will fit in with the innumerable diversities of local weights and measures in the different parts of the State;

(2) Even, if such a system were constructed it would be bound to give way before long, under the influence of external trade, to a system more widely recognised. In the long run the unifying forces of assimilation must break down parochial conservatism.

16. On the other hand, I know of only two systems of weight which have a really world wide commercial recognition, *viz.*, (A) the Metric, and (B) Avoirdupois.

A.—The Metric System.

17. I have already alluded to the fact that the metric system was sanctioned by the Government of India nearly 40 years ago.

18. Fortunately for us this standard has remained a dead letter from the date of its inception. I say "fortunately," because the Kilogramme and its multiples and sub-multiples answer to no known weight in India, and its introduction would involve a gigantic disturbance of the existing conditions of trade and commerce. Moreover, the decimal system of sub-multiples is awkward and a people used to halves, quarters, eighths and sixteenths would find it very difficult to assimilate the notation of decimal fractions.

B.—Avoirdupois.

19. The Avoirdupois system, on the other hand, with the English pound as its unit, is fully as widely recognised as the metric system and has the additional advantage of being perfectly familiar to the population of this station and of having its sub-multiples based on the familiar principle of the sub-divisions of the rupee.

20. Now I contend that the English pound is the best unit for the Station on the following three grounds :—

(1) The various seers, visses and maunds, whether Railway maunds, retail maunds, Madras maunds, or Bombay maunds, in vogue, must ultimately be expressed in terms of the English pound before a bargain can be struck.

(2) All big contracts, *e.g.*, all Municipal and Military contracts for straw or hay or fuel, and all military contracts for grain are expressed in terms of pounds.

(3) The pound is already in general use in the station bazaars. On personal inspection I ascertained that the following articles can be purchased by the pounds:—

Butter, ghee, tamarind, sugar, jaggery, onions, soap-nut, flour, potatoes and butchers' meat, and most of the merchants who deal in these articles keep a set of pound weights with multiples and sub-multiples.

21. But I by no means propose to transplant to Bangalore the whole of the avoirdupois system, which I consider unnecessarily cumbrous and complex. In some points, Great Britain lags behind the Empire. For instance, in British India we divide an acre into 100 cents, and the consequent notation is admirably neat and convenient; whereas I believe, the English school children are still struggling with the annoying fact that 30¼ square yards make one square rod, square pole or square perch and that 40 square rods, square poles, or square perches, make one rood, and that an acre contains four roods; and I believe even in the XXth century that measures of area are still expressed in the old country in terms of roods, square rods, square poles and square perches. It is not desirable for India to copy this clumsy terminology.

22. Similarly, the English hundredweight contains not 100 but 112 lbs., a very unfortunate fact, the clumsiness of which has been recognised by our cousins in Canada and the United States, where a cwt. is 100 lbs. a quarter 25 lbs. and a ton 2,000 lbs. instead of the awkward 2,240 lbs. of the old country.

23. I think it would be most undesirable to introduce into the Cantonment the complicated English notation which worried us so sadly in our boyhood, of ounces, stones, quarters, cwts. and tons; and I would suggest that all that is necessary for us is to use the pound as the unit to express the larger weights in terms of fives, tens and hundreds, as we do in the case of our rupee notation, and to express the sub-multiples in terms of halves, quarters, eighths and sixteenths, on the anna principle so familiar to every class of the community.

24. A Bangalore merchant who buys goods in Bombay must buy them by the Bombay maund of 28 lbs. Before he gets them to

Bangalore, he must convert the weight from the Bombay maund of 28 lbs. to Bengal maund of 82-2/7lbs. in order to ascertain the cost of freight. Thirdly, when he gets them to Bangalore and wants to quote prices to his customers, he must convert the figures to Madras maunds of 25 lbs.

25. The interesting point in these complicated calculations is that each of these several different varieties of maunds has to be expressed in terms of the pound avoirdupois. It passes my comprehension why, having once expressed the weight in pounds, we cannot continue to express it in pounds instead of converting it into something else. In short, the English pounds is a sort of *Lingua Franca*, in the commercial world, and it is only through the medium of the pound that the merchants of one Province can make themselves intelligible to the merchants of another. *De facto*, though not *de jure*, the pound is for all practical purposes the actual ultimate standard of weight, not only in the Civil and Military Station, but also throughout India ; and, I may add, through most of the civilised world, and the reform I am now proposing is not (and I am very emphatic on this point), is not I say, a change in standard but merely a simplification of terminology.

26. What means should we adopt to enforce our standard ? Now two policies are possible with regard to weights and measures.

(1). Government may accept the weights and measures in local use and simply standardise them by providing authorised standards which the Tradesmen's weights and measures must conform ; or

(2). Government may go further and prescribe certain weights and measures, the use of which alone shall be legal, thus setting aside certainly some and probably all those in local use.

27. For many reasons, the former policy appears the only reasonable and practicable plan. This policy has been neatly expressed in a letter on this office file which deserves quoting.—"The inducement to bazaar-men to get their weights and measures stamped by the Government establishment is an indirect one. A bazaar-man cannot be prosecuted for using an unstamped weight or measure, but if the weight or measure actually given by him is less than the professed weight or measure, he is liable to be prosecuted under the

Penal Code, and the burden of proof will be upon him. Moreover, so far as the confidence of his customers is concerned, he is always at a disadvantage compared with his rivals who use stamped weights and measures."

28. Gentlemen, I am not an abolitionist, and I do not recommend the abolition of the seer. What I do maintain is that the elusive seer does not deserve encouragement so long as we have in our midst standard weight of world-wide reputation. My proposal is to recognise officially only the pound and its multiples in the decimal system and its sub-multiples in the anna system ; and I firmly believe that, if we do this and if only the public will back us by insisting on quotations in terms of pounds, and by purchasing only of such merchants as sell by the pound, that the elusive seer will speedily die of cold neglect.

29. If you will accept this position, I think the indirect method sketched out in the above quotation will suffice for our needs.

30. Nevertheless, I should like, if possible, that the maintenance of avoirdupois weights should be made compulsory.

31. The only question remaining is to formally legalise the English pound. In Mysore this work is done by the Durbar ; in the Madras Presidency the question is controlled by the Board of Revenue and the Revenue Department. In Burma and the Central Provinces, I understand, that Municipal Committees are empowered to standardise weights and measures to be used within their limits To my mind, in virtue of my dual personality, it is immaterial whether the control vests in this Commission or in the Collector's Office. I have recommended a reference to the Collector, because I think that the co-operation of the Government executive will strengthen our cause.

F. J. RICHARDS,
Collector and District Magistrate,
and President, Municipal Commission,
Civil and Military Station of Bangalore.

31st March 1910.

No. 370 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1910.

F. J. RICHARDS, Esq.,
PRESIDENT, MUNICIPAL COMMISSION,
CIVIL AND MILITARY STATION,
Bangalore.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 23rd April, together with a memorandum regarding the standardisation of Weights in the Civil and Military Station of Bangalore.

This Chamber is in agreement with you that the English Pound should be adopted in India as the Standard unit of weight. In 1902 the British Weights and Measures Association enquired of the Chamber whether its support could be counted on in connection with the simplifying of the Weights and Measures of India and the establishment of a unified system for the whole country based on British Standards? My Committee, in replying, confined themselves to advocating the pound as the unit of weight throughout India, and gave it as their opinion that the best way to effect any such change would be for the various Railway Administrations to take the lead by officially adopting the pound as the standard unit in all their calculations.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Z.

THE SETTING IN OR BURSTING OF THE MONSOON.

No. 725 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 2nd September 1910.

The METEOROLOGIST,
Bombay.

SIR,—I am directed to ask if you would be so good as to inform the Chamber of the date on which the monsoon may be said to have commenced this year; and whether this information could be supplied annually in future?—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 541/B. of 1910.

METEOROLOGICAL OFFICE,
BOMBAY, 5th September 1910.

he SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 725, dated the 2nd September, I have the honour to inform you that the monsoon set in on the Malabar Coast on the 2nd June and extended to the Konkan on the 4th June this year.

2. I shall be glad to supply you with this information annually, in future, after the setting in of the monsoon.—I have, &c.,

H. A. ARMSTRONG,
Meteorologist, Bombay.

No. 774 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd September 1910.

The METEOROLOGIST,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 541 of the 5th instant, and to convey the thanks of my Committee for your promise to annually inform the Chamber of the exact date on which the monsoon sets in on the Malabar Coast.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE BUDGET.

FINANCIAL STATEMENT, 1910-1911.

(*Extract from the Proceedings of the Council of the Governor General of India, held on Friday, 25th February* 1910.)

The Hon'ble Sir Guy Fleetwood Wilson introduced his financial statement for 1910-11 in the following terms:—

On this occasion, when the first Financial Statement under the new rules is presented to our greatly enlarged Council, I may be permitted to indulge in a brief retrospect. In February 1860, just fifty years ago, my predecessor, and namesake, the Right Honourable James Wilson, in an elaborate speech, laid the earliest of India's annual financial statements before the Legislative Council of those days. His speech, as I have said, was elaborate; it covered the whole ground of the financial and economic position of India. But the accounts which it introduced were set forth in a single short table, printed on a sheet no bigger than the proverbial sheet of note-paper. To this were appended a few statistics of debts, trade and cash balances; the whole thing barely occupied ten octavo pages. There was of course no discussion. The revenues for the coming year were estimated at £38 millions and the expenditure at £42 millions. The total external trade imports and exports combined were valued at only £60 millions (it is now over £200 millions) and the total debt of India was £98 millions (it is now over £250 millions). We have gone a long way in these fifty years, and our conditions are widely different from what they were in 1860; but there is a curious parallelism between parts of Mr. Wilson's speech and some of the things which I shall have to say to-day. He had to deal with a deficit; he had to convey a grave warning (which was long unheeded) of the precarious nature of our opium revenue; and he had—as alas! is my fate also—to suggest additional taxation.

2. It is not, however, the matter, but rather the form and the treatment of our financial statements that I set out to review. The full expository speeches and the brief figured tables were continued by Mr. Wilson's successors for thirteen years, though about 1866

we find the abstract of revenue and expenditure developed and classified into major heads—a far shorter list than we now have, but numbered and arranged much in the present style. In 1873 and for the three following years, there were no Budget meetings; the old law of 1861 did not permit the Council to meet for other than legislative business, and the finances of those years involved no legislation. The statement in those circumstances took the shape of a formal minute published in the "*Gazette*." In 1877, however, with a great famine overshadowing the finances, a Budget meeting had again to be convoked, and the statement was presented by Sir John Strachey in a speech of portentous length. It occupied 40 pages of printed foolscap, and was supplemented by another 34 pages of a minute in which the Finance Member examined the figures in fresh detail. In 1881, Major Baring (now Lord Cromer) restored comparative brevity; but in 1882 he reverted to a speech which occupies 52 printed pages, explaining that there was no other means of describing the figures with accuracy, and that his attempt at condensation in the previous year had been misunderstood. After that, came a series of annual minutes, with a wealth of detail, but a decided tendency to technicality. During this period the form in which our figured statements are now shown was worked out under Lord Cromer's orders; and in 1890, Sir David Barbour split up the explanatory speech or minute into two parts. His intention evidently was that the first part should be mainly a discussion of policy and the second an examination of results. It was some time before this ideal was reached, and Part I in the course of years got more and more overloaded with figures, technical and difficult. But in 1900, Sir Clinton Dawkins got back to the original idea. Part II., prepared by the Financial Secretary, became a detailed exposition of the figures, adapted to the student or the specialist, while Part I was the vehicle used by the Finance Member for a broader review of the position and for his declarations of financial policy.

3. Of the nature of the discussions on the past Financial Statements I need say little, as they were described in a picturesque passage of the speech with which Sir Edward Baker summed up the Budget debate of two years ago. Prior to 1892 no discussion at all was permissible. In the following year the rules under the Indian Councils Act, 1892, had come into force, and members were at liberty to offer any observations they might wish on the statement, but no

to put any motion or divide the Council. The observations allowed by the rules became in time lengthy and comprehensive: non-official members ranged over the whole field of Indian administration, and official members were drawn into the defence of the acts and policy of their departments. There was no other recognised occasion during the legislative session, either for the former to criticise or for the latter to expound.

4. So much for the old order which is now passing. Let me turn to the new. What I submit to the Council to-day is the result of direct evolution from the system that has been worked out during the last fifty years. The Financial Statement which the new rules prescribe will be found in the set of tabulated figures displaying, in their logical and time-honoured classification, the closed accounts of last year, our latest estimates of revenue and expenditure for the current year, and our preliminary forecast for the ensuing year. The explanatory memorandum which the rules require is the old Part II. of previous years. It is prepared, however, in greater detail than before, yet with less repetition; and an attempt is made in it to explain succinctly the movements of the figures under each important head of account, as well as to give a conspectus of our Ways and Means operations. But, in order to summarise the lessons of the figures and to review the general position, I propose to retain, in the remarks which I shall now offer to the Council, our old Part I., in a slightly different and less technical garb.

5. As regards the discussion a still greater change will mark the new procedure. To-day the rules do not permit discussion. It would in any case be manifestly unreasonable to expect members to speak, almost on the spur of the moment, upon the large and complicated questions which emerge from the Financial Statement. But on a later date, which, I believe, Your Lordship intends to fix for next Friday, the Council will proceed to what roughly corresponds with the Committee stage of the estimates in the House of Commons. We shall take up first the consideration of our proposals for fresh taxation, for a new loan, and for additional grants to Local Governments. Then after a short interval, the Council will again assemble in what I may term Committee of the whole House; and each "major head" in the accounts which is open to discussion will be explained in turn by an official member who has special knowledge of the

branch of the administration concerned. At both of these stages it will be open to any member by way of resolution, after due notice given, and subject to a few reservations, to call attention to any matter which is directly relevant to the figures under consideration, to criticise the necessity for any entry, or to ask for further information regarding it. All such resolutions, if in order, may be duly debated. In this way ample opportunity will be afforded for a genuine scrutiny of the estimates by the Council, and for a criticism which is based on precise facts. We believe that the result will be helpful to the Government and will foster the growth of an informed public opinion upon the vital problems of our public finance. Having during a public service which covers a period not far removed from half a century, attended nearly every financial debate in the Mother of Parliaments, I hope that I shall not be considered presumptuous if I venture in passing to impress upon Members of Council that it is rather by the painstaking examination of specific items of expenditure than by the framing of abstract resolutions on organic changes in financial policy that economy can best be attained. Also that advantageous services can be more readily provided for by means of savings effected than by appeals for additional funds which the finances of India cannot produce without casting additional burdens upon her people.

6. Towards the end of March—the 23rd being the date fixed for this year—I shall present the Budget in its final form, after embodying in it all corrections that may result from the detailed discussions and any other changes which the passage of time may necessitate. On that occasion there will be no further debate. At an adjourned meeting, however—fixed for the 29th March—members will be at liberty to make observations on the Budget, without moving resolutions or asking the Council to divide. In addition to the new and more intimate discussion on the detailed figures, we thus retain the old liberty of general criticism. But I trust that the closing debate will be materially shortened after the comprehensive examination to which the estimates will have been subjected at their earlier stages I may also venture on a hope that questions of wide general policy will not, so far as possible, be tacked on to these proceedings. Other opportunities are now given for raising debates on matters of general interests; and it will be more convenient to us all, and more economical of time, if these opportunities are taken, instead of

loading the Budget with disquisitions on side issues. There are, it is true, very few aspects of our administration which are not reflected in our Budget: but after all the Budget is primarily a provision for the public services of the coming year. It is a business document, and it will be to our credit as a Council if we handle it in a business-like manner.

Revised Estimate of 1909-1910.

7. When I introduced the Budget for the current year, I entered a plea for caution and economy. On almost every side there were auguries of better harvests and reviving trade. But recovery was likely to be slower than it had been in times of the country's convalescence from previous famines, because the trade conditions of the world remained dull and unsettled. A year ago, prices were still high; the country was still feeling the effects of over-speculation and a glut of imports, and the loss of our opium revenue was a standing menace. That caution has been justified, but we have also been justified in our resolution to face the difficulties of the year without extra taxation, and we now believe that the year will close with a surplus remarkably close to, and slightly in excess of, the small margin of revenue for which we budgeted.

8. From the agricultural point of view, the year has been a good one, and the country may be said to have shaken off the effects of the drought of 1907. At the beginning of last April, it is true, there were still over 100,000 persons in receipt of State relief, but distress during the hot weather was nowhere very severe. It was confined for the most part to limited areas in Bihar and the United Provinces, and by July all relief operations were closed. Except in Bengal and parts of the United Provinces, which suffered from a shortage in the winter rains, the outturn of the spring harvest was not unsatisfactory. Later, the improvement became more definitely marked; for the monsoon broke early and the rainfall was unusually abundant and well distributed in nearly every part of the country. Famine and scarcity were at last at an end. The autumn and winter harvests were everywhere good, and in many places excellent. Bumper rice crops have been reaped in Bengal and Eastern Bengal, while the autumn harvest in the Punjab is estimated to be 21 per cent. in excess of the average for the previous five years. The only complaints we have heard—and they are not serious—come from some

of the Madras districts which are suffering from the failure of the north-east monsoon in October. In them, however, the excellent rainfall of the previous months replenished the various sources of irrigation, and no serious anxiety is felt, though the yield of the cold weather crops cannot be a full one. In all other parts of the country the accounts of the spring crops are very satisfactory, though more rain would be useful in some places. If no untoward event occurs in the next month, an excellent harvest should usher in the ensuing year.

9. It was natural therefore and proper that, when the end of the regular monsoon showed the agricultural position to be assured, a general air of hopefulness should pervade the country. I am afraid, however, that it did not penetrate the Finance Department, where the state of the public exchequer was felt to be by no means free of anxiety. On making our usual preliminary revision of the estimates in November, we found falling prices, easy money, and a tangible rise in the purchasing power of the people. Trade, however, was still slack, and the recovery seemed likely to be slow, irregular and hesitating. The land revenue, including large amounts of famine arrears, had been coming in well; but in nearly every other important respect our receipts were below expectations. The most disappointing section was our Railway earnings, which reflected the slowness of the general improvement, being almost a crore short of what we had counted on realizing by the end of October. Backward Customs returns, particularly from piece-goods and silver, indicated how seriously the import markets had been glutted; and marked shortage in the Post Office receipts bore testimony to the dullness of general business. Our revenue from Forests, from Salt, from Excise, was also behindhand; while on the other side of the account, our budgeted expenditure seemed likely to be fully required. We were, therefore, compelled in ordinary prudence to explain the situation to our big spending Departments and to Local Governments, and to call upon them to exercise all possible economy in view of our diminished resources. The appeal was loyally responded to, and the savings in expenditure which were thus secured have played a considerable part in the improvement of the financial position that has taken place since November.

10. To that change there have been other contributory factors—the good harvest of cotton and oil-seeds, with their effect both on

railway traffic and on the spending power of the peasantry; the increasing activity of the import market; and the big rice movements which are beginning in Burma, with the accompanying rise in export duties. But the most dramatic feature in the situation has been the sudden and unexpected development of our Opium revenue. I must diverge for a moment to explain this movement and the events which led up to it.

11. As I mentioned last March, we intended to sell 42,300 chests of Bengal opium during the current financial year; and in view of the fluctuating mood of the China market, we based our estimate of receipts on the cautious average of Rs. 1,350 a chest. In Malwa we had apparently reached a curious "impasse." The Bombay godowns were full and duty had been paid in advance upon a very large quantity of opium which still lay in Malwa and which the recently imposed restrictions would not allow to be shipped until 1910. In the circumstances, though it was impossible to foresee how the trade might move, we assumed that further payments of duty against the 1911 shipments might be expected, and we budgeted cautiously for the receipt of duty upon something between 8,000 and 9,000 chests. Up to October, our moderation seemed justified. The China market was dull, with a slightly rising tendency. The prices fetched by our Bengal opium varied between Rs. 1,150 and Rs. 1,450; and the clearances from Malwa were not more than would ordinarily be required for home consumption. In October however a sharp rise in the China prices took place. I need not discuss the complicated factors in the remarkable speculative movement which was thus established, and over which, so far as the China market is concerned, we had, of course, absolutely no control. The first result of the movement was another rush to pay duty in advance. The trade had got wind of our proposal—to which I shall allude hereafter—to give Malwa a larger share of the 1910 exports, and although we had guaranteed no priority of shipment after 1910, the exporters were prepared to take their chance and, so to speak, to register their claims. During the first half of November duty was paid on 17,000 chests, when the Indore authorities very properly stopped the rush and refused to receive any more payments. We were at the time in correspondence with the Secretary of State regarding the distribution, as between Bombay and Calcutta, of our reduced exports; and as soon as that matter was settled, we decided how to deal with our

unexpected windfall of revenue. The decision was to retain the duty paid in respect of chests which under our revised programme could be shipped in 1911; to grant priority of shipment to those chests in the order in which duty had been received; and to refund all payments that had been made in respect of chests which could not be either used for home consumption or exported to China in 1911, thus leaving us a free hand regarding the 1912 exports. This closed the episode for the time being, so far as concerns the Malwa revenue. But the excitement in the China market had an immediate and startling effect upon our Calcutta prices also. From Rs. 1,439 a chest in October the selling price suddenly bounded up to Rs. 1,800 in November; and even this price, unprecedented for nearly half a century, was out-stripped in January, when the average ran up to Rs. 2,044, only to be again and still more strikingly exceeded by the figure of Rs. 2,397 which was obtained at the sale in the current month.

12. The net result of this great appreciation in the value of Indian opium in China is that our revenues in the current year, after deducting the refunds to which I referred above, will gain about £1,000,000 beyond what we budgeted for. So far as possible, the windfall has been utilized on the sound principle of meeting non-recurring liabilities which would otherwise have hampered our finances in future years. We have in this way been enabled to restore the depleted balances of Bengal, Eastern Bengal and Assam and the Central Provinces; to complete our promised grant to the Rangoon river training scheme; and in various other directions to fulfil obligations which will lighten the burden on the general revenues hereafter.

Such being the main features in this eventful and difficult year, I proceed to show how far our original estimates of revenue and expenditure have been supported or modified by the results as we can now forecast them with the actual figures of ten months in our possession. I shall do so in round figures and on general lines, neglecting minor variations.

Revenue.

13. The total revenue which we expected, when our Budget for the year was framed, was £73,750,900. The revenue we now hope to realize is £74,303,700, being an improvement of £552,800. The

Provincial section will be better by £798,700. The bulk of which comes from the improvement in land revenue and from the additional grants that we are making to three Local Governments. The Imperial section, on the other hand, shows a deterioration of £245,900; and it is to the explanation of this figure that I invite the Council's attention.

14. Land Revenue is the first head under which our estimate has been materially varied. The fine harvests have enabled the current revenue to be collected promptly, as well as an unexpectedly large slice of the arrears which lay over since the late famine. The total increase over our Budget figure will be £393,000. The imperial portion of this would be roughly one-half; but instead of sharing in the increase, the Imperial Government is actually credited with an amount of Land Revenue which is worse than our original estimate by £494,000. The apparent anomaly has already been explained; for it is by transferring the necessary amounts from our own share of the receipts under this head to the Local Governments concerned that we give effect to the grants made to the two Bengals and the Central Provinces in aid of their diminished balances. Apart from this all the other gains and losses to the Imperial revenues are true gains and losses, and not mere transfers to Provincial exchequers. The largest of the gains is the £1,106,000 gross by which we benefit from Opium; and the heaviest of the losses is £644,000 by which on total net Railway earnings are expected to fall short of our Budget Estimate. Of the latter, about £73,000 is due to small excesses in the working expenses on certain railways where the charges for repairs, renewal and coal had been under-estimated. The balance represents a shortage in the traffic returns due to the slow recovery in business, the tardy movement of crops, and the depression in the coal trade. Lines serving the Gangetic plain and its adjoining country are most prominent among the losers, the Great Indian Peninsula Railway, with its big cotton connection and the lines which traverse Southern India have done very much better; but the losses outweigh the gains.

15. I would now ask the Council for a moment to balance these three divergencies from our original figures. On the one hand we have the windfall of £1,106,000 from Opium. This is a departure from our estimates which is due to the vagaries of a market influenced by wholly abnormal causes and entirely outside our control.

Upon the other hand we have first the reduction of £494,000 in the Imperial receipts from Land Revenue. As I have explained, this is more than accounted for by the grants made out of our opium receipts to Local Governments and to local bodies in order to fulfil obligations that we should otherwise have had to defer. Secondly, we have the drop of £644,000 in our net Railway receipts. You see how closely these three variations balance; and now, if you exclude them, you will find that the aggregate discrepancy between the Budget estimate and that which I now present, taking all our other sources of Imperial revenue, is the comparatively small shortage of £213,000. In this total there are no individual fluctuations of any importance; and I venture to say that the result is not an unsatisfactory proof of the care with which our original estimates were framed, and that it reflects very great credit on the officers of the Finance Department.

16. The most prominent of the minor differences appear under Customs, Excise and Interest. The Customs revenue will probably fall about £15,700 below our Budget figure. The imports of petroleum, metals and manufactured articles generally have been dull, and the lateness of this year's rice exports has helped to pull down our estimate, in spite of the higher yield from silver and from Java sugar. Excise will yield us about £246,000 less than we had budgeted, and half of this loss will fall on Imperial revenues. The steady progress of reform (including the curtailment of outstill areas) and the continuous rise in our excise duties have gone far to check the rapid expansion of the revenue from intoxicants which took place during the recent cycle of prosperity; and in some parts of India these influences appear to have been supplemented by very welcome movements in favour of temperance. The variation under Interest is in the opposite direction from those I have just mentioned. It shows an improvement of £150,000 over the Budget figure, due partly to increased receipts from interest on overdrafts of railway capital by companies in India, and partly to the successful employment by the Secretary of State of his spare balances in short loans to the London money market.

Expenditure.

17. I turn now to the expenditure of the year which is coming to its close. We had budgeted to spend £73,720,500; our latest

figures indicate that we shall need only £73,350,700, and that the Imperial share of the saving will be £284,600. To this very satisfactory result the chief contributor has been the Army. The total reduction on our budgeted provision for Military Services will be about £391,000, effected partly in generous response to our call for economy last November, and partly by shorter purchases of ordnance and other stores in England. I shall return to this subject in more detail a little later. The other chief economies occur under the salaries and contingencies of the various Civil Departments, where we expect a saving of £122,000, and under the charges on account of Civil Works, which will be £113,000 less than we provided in the Budget. We have thus been able, not without some real sacrifices, to secure a genuine curtailment of expenditure amounting, under these few prominent heads, to no less than £626,000 ; and there are a number of minor reductions which I do not stop to specify Against these are outstanding excesses over the Budget grants under three heads ; but it is gratifying to observe that in two of these cases there has been only a nominal, and not a real, increase of expenditure. The first of these is Refunds, where we shall require an addition of £128,000 to our original figure ; this being almost wholly due to our decision, as I have already explained to return the duty paid on Malwa opium which cannot be sent to China before 1912. The second case of nominal over-spending appears under the Famine Relief and Insurance grant. By the peculiar constitution of that grant any lapse in the budget allotments either for famine expenditure (whether Imperial or Provincial) or for protective works, in a year when the total grant does not exceed the prescribed million, is not added to our revenue surplus but goes automatically to swell that portion of the grant which is used for the reduction or avoidance of debt. In other words, it is cast into our general balances with a view to capital expenditure, and must thus be debited against revenue. The result in the current year is that the Imperial share of the famine grant will be raised by £91,000, being the amount by which the grants taken by Local Governments for the cost of direct famine relief have happily proved to be unnecessary. The third chief excess over budget provision appears in our Interest charges, which we expect to be £126,000, higher than the original estimate. This is partly due to a smaller share in the total having been charged to the Railway and Irrigation accounts partly to

a change in the average rate, which is recalculated on the latest data every year, and partly to the higher discount which the Secretary of State had to pay on his India bills in England.

18. I may now briefly summarize the finances of the year, so far as the Imperial section of the accounts is concerned. We budgeted for a surplus of £230,900; we now hope to realize a surplus or £269,500. Our revenue has declined by £245,900 but our charges have been reduced by £284,500, the balance of £38,600 representing the improvement in our surplus. Considering the difficulties of the year, I regard this result as distinctly satisfactory. It is possible that some further changes may be necessary before we finally dispose of these estimates at the end of March, for the Council will fully realize that the present statement is—technically at least—a preliminary draft; but I do not anticipate any substantial alterations.

Budget Estimate for 1910-1911.

19. It is with some reluctance that I leave the narrative of a chequered but not unsuccessful year, to take up a less agreeable task. The new financial year which will begin five weeks hence, gives promise of opening under favourable auspices, with good harvests, active markets, expanding trade. The heavy remittances of capital from abroad both in gold and in Council drafts, testify to the prosperity which is expected in the private finances of the country. Do we anticipate an equal buoyancy in its public finances? In many respects I do. We believe that, if the monsoon rains are adequate the land revenue will be punctually collected, that our customs receipts, will rise, our railways will do well, and most of our other heads of revenue show an improvement. But unfortunately I cannot expect a surplus, without the help of additional taxation, which accordingly it will be my unenviable duty to propose. For this state of affairs there are two plain and adequate reasons. In the first place, the reduction of our exports of opium to China will cause a serious fall in our opium revenue. In the second place, we are obliged to abandon to Eastern Bengal and Assam a much larger share of its land revenue than it has hitherto retained, for the present resources of the Local Government have proved quite insufficient for the needs of the new province. These two factors dominate the position for 1910-11. Apart from them we should have been able to meet the normal growth of our expenditure from

our growing revenues. Though I view with grave anxiety the steady growth of our expenditure, yet I realise that, without a general re-casting of our scale of public charges, we cannot extend indefinitely those retrenchments of a temporary and emergent character which have been forced upon us in the last two years. I should have been prepared therefore to Budget for a moderate addition to the current year's charges and to look to the natural improvement of our resources to cover that addition without asking for any extra taxation. But the loss under opium and the needs of Eastern Bengal have made equilibrium impossible and a permanent strengthening of our resources is inevitable. The best way in which I can explain the situation will be to take the Council through the allotments which we wish to make for expenditure in 1910-11; to examine how far our revenue, in normal conditions and with the existing scale of taxation, would have been sufficient for our charges; to show where, and by how much, it will fall short: and finally to describe the special measures which we consider necessary to equate our resources with our requirements.

Expenditure.

20. The total expenditure which we have to provide for 1910-11 is £75,652,500. This is £2,301,800 in excess of our total estimated expenditure in the current year; but £1,101,000 of the differences due to increased charges which will be met from Provincial resources, so that the Imperial increase which I have to justify is roughly £1,200,000. The Council may take it that out of this sum £500,000 is required by the commercial departments of Government; £700,000 by those ordinary administrative services from which we receive no direct monetary return. A further analysis indicates that it will be sufficient to consider the excess as falling under five groups of heads:—Interest, Posts and Telegraphs, Salaries and Expenses of Civil Departments, ordinary Civil Works, and Military services. The five groups of services which I have just named are going to cost us almost exactly £1,200,000 more than they have done in 1909-10; the minor variations may safely be neglected.

21. The interest charges, which form the first of my five groups, are shown under various heads, but in the aggregate they come to nearly £408,000 more than in the current year. The interest on ordinary debt, as I will explain immediately, will hardly be raised at

all in India, but there will be an increase of about £270,000 in England. On the small loan which we propose to take in India, our total discount charges (apart from all question of the rate) should be easier than they were this year; and we ought not to have interest to pay on advances to our treasury from the silver branch of the Gold Standard Reserve, as was the case for a few months in 1909-1910; so that on the whole our next rupee loan should not cause a net addition to our interest liabilities in the coming year. But in England the case is different. A full year's interest has to be paid on the Sterling loan of 7½ millions which the Secretary of State raised last month and increased payments have to be made to the sinking funds which are now established for meeting the discount on our English loans. I still have to explain £138,000 of the total increased expenditure under Interest. By far the greater part of this is a consequence of the fresh capital which certain of the Companies working State lines will raise and deposit at the India Office until they require it. About half of the balance represents debits against us in India in certain complicated transactions with the Bengal-Nagpur Railway Company, which I need not describe in detail; the remainder stands for our increasing interest liabilities on savings bank deposits on the new general provident fund, and the like. Practically the whole of the increased charges which I have been describing under this head are a compulsory and inevitable result of the extension of our Capital expenditure on productive works.

22. The second category of increased expenditure is our Post Office and Telegraph charges, where we expect a growth of about £81,000. In the case of the Post Office the growth is small (£24,000) and of normal character; and it is more than covered by increased receipts. The third and fourth categories comprise the additional provision in next year's estimates for ordinary Public Works (roads, buildings, etc.) and for the salaries and expenses of what are known as the Civil Departments. The great bulk of this outlay is met by Local Governments from their own provincial resources: but certain charges, both in England and in India, are exclusively Imperial, and show an increase of about £155,000. For that part of the decennial census operations which will take place next year we have provided five lakhs, which is £32,000 more than in the current year. The other individual variations are of comparatively small importance, and the total excess allotted under Civil Department is

£97,000. On ordinary Public Works the increased expenditure will be £58,000; this much being considered necessary in order to allow of the progress of a number of works which had to be postponed in the current year. The fifth category is the Military charges to which I shall return later and in more detail. The expenditure here is taken at £536,000 more than in the current year. Out of this excess £128,000 goes in the combined naval and military operations which have had to be undertaken to check gun-running in the Persian Gulf; and £408,000 are for the general purposes of military efficiency. As I have said, I shall take up this subject again, but I wish to emphasize that what we are providing for military expenditure next year is in reality (apart from the Persian Gulf expenditure) considerably less than we provided in the current year's budget. His Excellency the Commander-in-Chief, however, gave me his cordial co-operation—for which I take this opportunity of thanking him in reducing expenditure at a time when the outlook was causing us serious anxiety, the result being, as I have said above, a very welcome reduction in the 1909-1910 allotments. To compare next year's grants with what has actually been spent in the current year is thus deceptive; the temporary curtailment of expenditure now in force could not be a permanent reduction.

Revenue.

23. I next proceed to consider our probable income, and its adequacy to meet our budget of expenditure. Our Imperial requirements for 1910-1911, as I have briefly described them, demand a provision of £50,257,800. During the year which is now closing, we expect our Imperial revenue to be £49,326,500. To maintain bare equilibrium, therefore, we must be able to count on improving the revenue by close on a million sterling while we shall have to get considerably more if we are to budget for a reasonable surplus or working balance, such as every prudent Government must insist on. In order to see whether this is practicable, I will now ask the Council to go very briefly through the chief heads of revenue with me and ascertain what increase they will yield. In this examination, we had better leave Land Revenue and Opium to the end, as they will require somewhat careful examination.

24. From Railways, at the outset, it is apparent that we cannot expect much assistance. The gross receipts of State lines show a

remarkable improvement of nearly £1,130,000, but the increase in current expenses is almost equally great. The Railway Board, who are the responsible advisers of the Government in the matter, urge that the economies which we are now enforcing must, in the interest of our railway development, be at least temporarily relaxed and that advantage should be taken of our increased earnings to push on the more essential renewals and repairs which on several lines have recently been deferred. I have been obliged to accept that view, and I have budgeted for a net improvement of only £38,000 from our railway revenues as a whole. Most of our other main heads however promise better. From Customs, on the existing tariff, we should expect an improvement of £183,000. There is a steady upward movement in imports, which ought to continue and give us a moderate increase, particularly from liquors, petroleum piece-goods, metals and manufactured articles, generally; while in view of the big crops in Burma and Bengal the rice export may reasonably be taken at a figure somewhat higher than was realised in the last good year, 1905-1906. A substantial increase in Excise seems equally certain even if there were no further enhancement in duties. There is invariably a rise after a year of good harvests; and illicit practices are being steadily worn down by the strengthening of the preventive forces in the different provinces. We estimate therefore that our share of the revenue from this source will be, on the present rates of duty, some £109,000 better than in the current year. The Posts and Telegraphs, under the stimulus of the revival in trade, should give an increase of £96,000. A group of other heads, which are all more or less sensitive to the general condition of the people,—Salt, Stamps, Income-tax and Mint—will yield, as we estimate, an improvement of about £165,000. Irrigation receipts will be diminished by the plentiful rainfall, and interest is taken at a reduced figure as the Secretary of State's loanable balance may not be so high as in the current year. But against these we are able to set a number of minor increases under Forests and a variety of other heads which I need not enumerate. The chief of these is the military receipts, from which we hope for an improvement of £63,000 owing to the new arrangements for clothing larger sales of dairy produce, and other causes.

25. The net result for all the heads with which I have thus briefly dealt is an anticipated increase of £638,000 in next year's

receipts. I come now to our Land Revenue estimate, which is affected by the absence of famine arrears and works out to about 23 lakhs below what we count upon realizing in 1909-1910. The Imperial share of this decrease would, in natural course, be about £105,000 but "per contra" we should have to set the large improvement that has its origin in the peculiar circumstances of the current year. I refer to the subsidies which our recent opium receipts have enabled us to make to certain provinces and local bodies, and which aggregate about £633,000. These grants being non-recurring, their absence from next year's account would have absorbed the decrease in arrear collections and raised the Imperial share of the Land Revenue by £528,000 net. Add this to the increase of £638,000 under the other improving heads of revenue and it is apparent that we should have almost fully covered the increase of £1,200,000 in expenditure. At the risk then of some repetition, I trust I have made it abundantly clear that we have not allowed any increase of expenditure which could not have been met from the normal and moderate expansion of our ordinary revenues.

26. We thus return to the special causes which interfere with that expansion. The first is the necessity for a revision of the provincial settlement with Eastern Bengal and Assam. How the necessity arose, I will discuss later; for the present all I need mention is the result, *viz.*, that we have agreed, with the Secretary of State's approval, to increase the Local Government's share of the revenues which it collects by £255,000 involving an equivalent recurring loss to Imperial finances. The second and by far the greater of our difficulties is the loss in opium revenue, which we estimate (net, after certain adjustments) at £872,000 as compared with the present year.

27. When the agreement into which His Majesty's Government entered with China on our behalf was announced, it was at once apparent how seriously the Indian revenues were bound to be affected. The effects of the curtailment of our opium exports have hitherto been somewhat obscured by the events which I have already described both a year ago and to-day. But they are now coming into operation, and their operation is all the more vigorous because it has been deferred. In the calendar year 1910 we shall, as required by the agreement, export 5,100 chests less than in the calendar year

1909. Translating this arrangement into terms of the financial year we can sell only 37,560 chests of Bengal opium in 1910-1911 against the 42,300 chests sanctioned in 1909-1910. In the current year we take the average selling price at Rs. 1,610 a chest: for next year owing to the continued high prices in China we believe that Rs. 1,750 a chest is a reasonably safe assumption. The result is that on Bengal opium by itself, we hope to restrict our loss to £160,000. But for Malwa opium, a comparison of the actual exports of the two years affords no guide to the financial position. As I have explained before, the whole of the duty payable to us on the exports permissible up to the end of December 1911 has already passed into our treasury; and for this good and sufficient reason we do not budget for receiving any further dues on Malwa opium during the financial year 1910-1911. The consequence is that, as compared with the receipts during the current year, we must prepare for a loss of £718,000.

28. I have now explained our requirements. I have given an estimate of what our revenues would be under normal conditions. I have shown where the conditions are other than normal, and I have described the gap that actually intervenes between our requirements and our resources,—a gap which may roughly be measured by the shortage of £1,127,000 due to opium and the new settlement with Eastern Bengal and Assam. To fill that gap, the Government of India are compelled to impose extra taxation which is estimated to yield £1,133,000.

Fresh Taxation.

29. The taxation which we propose falls under three main heads. The bulk of what we require will be raised by increasing the existing Customs duties on liquors, on tobaccos, on silver and on petroleum. In this way we hope to obtain an additional revenue of £967,000. Certain consequential alterations in the excise duties upon beer and so called "foreign" liquor made in India will bring in a further £33,000. The balance, or £133,000, we propose to take by enhancing the Stamp duties on certain instruments which I shall enumerate later. The Government of India have not come to this decision without the most anxious consideration. There was no avoiding the deficit: there was no temporary palliative for it. The profits from our railways will no doubt improve, and the elasticity of most

of our other heads of revenue is happily assured. But we cannot in prudence treat the decline in our Opium receipts as other than permanent, and in the present uncertainty as to China's achievements, we must keep in view the possibility of its being continuous. Nor can we, apart altogether from the Opium question, shut our eyes to the heavy demands upon the Indian exchequer which lie ahead of us, in the cause of education, to name only one pressing requirement. It has become our clear duty to strengthen the basis of our revenues, and we have endeavoured to do so in the way which will be least burdensome to the country. A variety of other schemes for increased taxation, several of which will readily occur to the minds of my honourable friends, were fully considered, but the balance of advantage seemed to rest with the combination which I have described, and this has the full approval of the Secretary of State.

30. So far as our Customs proposals are concerned, we have held fast by the general principle that our tariff is a revenue, and not a protective tariff. But substantial duties on wine, beer, spirits and tobacco are in no way inconsistent with that principle, while they constitute one of the most legitimate forms of taxation in every civilized country. Our proposals regarding liquors are intended to simplify the existing rates, and to raise them by from 30 to 50 per cent. Upon tobacco the present taxation—5 per cent. *ad valorem* on manufactured, and nothing at all on unmanufactured tobacco—is ludicrously inadequate. In 1907-1908 over 6 million pounds of tobacco were imported into India, and all that it paid to Government was £25,000; in England it would have paid forty times as much. What we now propose is a set of rates which, in the case of cigarettes, is represented by Rs. 2 a lb. They may diminish import for a time, but incidentally they may check the rapid growth of the cigarette habit, which is not without its danger to the rising generation in India. On petroleum we simply propose to raise the present rate from 1 anna to 1½ annas per gallon. On silver we intend to take a fixed duty of 4 annas an ounce instead of the 5 per cent. *ad valorem* which it now pays. The enormous import of those two commodities marks them out as fitting objects for an increased contribution to the exchequer, and we prefer to take the extra taxation which we require by substantial duties upon a few articles of comparative luxury rather than by interfering with the all-round

uniform rate upon a variety of less important articles, many of which may be described as necessaries.

I hope I shall not be charged with framing a swadeshi budget. In the sense which may be seen indicated on Bryant and May's match-boxes ("Support Home Industries") I think swadeshi is good; and if the outcome of the changes I have laid before Council result in some encouragement of Indian industries, I for one shall not regret it; but I would emphasize the fact that the enhanced Customs duties are attributable solely to the imperative necessity of raising additional revenue. There is not the slightest inclination towards a protective Customs tariff. Even in free-trade England we have always imposed considerable Customs dues, not to protect industries but to raise revenue. That is all we are doing in India; and I cannot but think that in countries which depend mainly on agriculture, where the population is poor and there are no large and profitable manufactures, it will be long before you can dispense with Customs receipts as a part of the revenue essential for the administration of the country.

31. The increase which we propose in Stamp duties will touch only a limited class of documents. We do not interfere with the charges on bonds, conveyances, leases, mortgages, cheques or receipts. But we intend to raise the duty on bills of exchange on the issue and transfers of shares and debentures, and on agreements for the sale of those securities. Full details of the new rates are given in the Bills which will be presented to the Council to-day to give effect to the changes.

32. With the aid of these new taxes, we hope to secure an Imperial revenue of £50,503,700 in the ensuing year. I have already stated our expenditure requirements at £50,257,800, so that we budget for a surplus of Rs. 2,45,900. It is a very, very small margin for a year in which many surprises may await us, and any shortage in the monsoon would sweep it clean away. But our estimates throughout are studiously cautious; we were anxious to avoid the levy of a single superfluous rupee of extra taxation and with reasonable good fortune I trust that a modest surplus will carry us through as it has done in the current year. I invite the Council to contrast our situation with the present difficulties which beset the Chancellor of the Exchequer in England; or the £8,000,000 of extra taxation

in France; or the loan of £4,600,000 with which Prussia hopes to cover its deficit next year; or the still heavier loans that have been forced upon Germany for the current needs of its administration in these two years.

Military Expenditure.

33. I deal now in more detail than was possible in the foregoing remarks with some of the bigger Departments. I begin with the Military services, the expenditure upon which under their various heads for five years is as follows :—

	Gross.					Net.
	Army.	Marine.	Military Works.	Special Defences.	Total.	All Military heads.
	£	£	£	£	£	£
1906-1907	19,657,845	662,368	1,127,515	138,358	21,586,086	20,189,343
1907-1908	18,647,533	485,024	1,166,943	116,287	20,415,787	19,248,354
1908-1909	19,177,266	476,957	967,362	29,044	20,650,629	19,662,948
1909-1910 (Budget)	19,350,900	473,800	855,600	27,900	20,708,200	19,653,000
1909-1910 (Revised)	18,948,000	479,100	853,800	36,700	20,317,600	19,283,100
1910-1911 (Budget)	19,483,500	494,300	879,600	1,500	20,853,900	19,706,500

I mentioned last year that it had been decided to abolish the grant for special expenditure and to revert to the system which was in force prior to 1904-1905. Provision is now made for this purpose to the extent warranted by the state of our finances. During the five years ending with 1903-04 a sum of about £6 millions in all was allotted. Then followed Lord Kitchener's re-organisation and re-distribution schemes. In prosecuting these schemes and carrying on the work already begun and meeting ordinary new requirements which presented themselves from time to time we spent about £7 millions between the years 1904-05 and 1908-09.

34. In March last entirely new conditions presented themselves The general financial position was not satisfactory and, as regards military expenditure, we were faced with the obligation to provide for nearly £¾ million for the increased payments to the War Office on account of the British Army in India and for the pay concessions to the Indian Army. The rates for food supplies too were still rising.

To meet these new charges, all of them practically unavoidable, without throwing an additional burden upon general revenues we had to economise in many directions, and as our political relations had improved it was decided to proceed more deliberately with schemes of re-organisation. After restricting the provision to the lowest limit the Budget figure for 1909-10 was placed at about £85,000 less than that of the previous year.

35. Considering the extent to which this year's Budget had to be cut down and the extraordinary demands which I have alluded to above, our latest estimates of the probable actuals of the year disclose a very satisfactory state of affairs. The net military expenditure for 1909-10 is expected to be £370,000 less than that of 1908-09 the reduction being due in the main to a substantial decrease in food charges in India and in expenditure on stores in England. The position has enabled us to take in hand at once the improvement of the accommodation for the Indian Army, a measure of importance and urgency to which the Commander-in-Chief called our attention soon after his arrival. It has become obvious that, with the persistent rise in prices and wages, comfortable and durable buildings can no longer be constructed as the cost which was previously regarded as sufficient. In the lines which are now being built we are adopting a sound type of construction and are entrusting the operations to the Military Works Services instead of to regimental agency.

36. The other principal measures involving special expenditure which we have undertaken are referred to in the memorandum explaining the Financial Statement. I will merely mention that we have established in the current year a Cavalry School of instruction; the organisation of the new artillery ammunition columns has been practically completed ; progress has been made with the provision of accommodation for additional troops at Quetta, Jubbulpore, Ahmednagar and Nowshera ; and there has been an advance in the output of quick-firing guns and short rifles from the Gun and Rifle Factories. We have also improved the arrangements for financial control by extending to all British troops and the Supply and Transport Corps the new system under which accounting and audit duties are undertaken in separate offices and by moving out two more Audit Offices to Divisional Head Quarters. Finally we have

had to provide for the expenditure on the arms traffic operations in the Persian Gulf. Of the total sum which we have allotted for this purpose, *viz.*, £218,000, a sum of £45,000 will fall into the accounts of the present year.

37. For the coming year, apart from the special provision for the arms traffic operations in the Persian Gulf, we propose to allot £120,000 less than the amount provided in the current year's Budget. We have been able to provide for a somewhat larger expenditure on special measures than in this year and to restore some of the temporary reductions made in March last. Among the more important measures with which we propose to proceed in 1910-11 are the improvement of accommodation for the Indian Army, and the building operations referred to above ; the organisation of military companies for maintaining communications in the field—a requirement which is now universally recognised as essential—the purchase of horses to commence the reconstitution of an artillery reserve ; and the supply of intrenching tools to the field army and of a uniform pattern of rifle carrying equipment to the Indian Cavalry.

We anticipate a further increase in the output of guns and rifles from our factories but it is necessary to supplement the local production of rifles by purchase from Home, and we have accordingly provided funds for this purpose. The Royal Garrison Artillery in India is being re-organised and we expect a considerable saving from this measure. We are also remodelling the system of Ordnance Factory accounts on the advice of the Home experts.

For the expenditure in 1910-11 on the arms traffic operations, we have provided £173,000. On the other hand we have been able to maintain a large part of the reduction in our store demands which has been effected during the current year ; we anticipate a further substantial improvement in regard to the food charges, and we hope to obtain a considerable saving by using the R. I. M. S. Dufferin in the Home trooping service for two voyages and dispensing to that extent with the employment of hired transports.

38. We have also been able to provide for a possible increase in the railway rates for military traffic, consequent on the desire of the Railway Companies to modify the tentative arrangements made two

years ago for the adoption of a vehicle mileage rate for military traffic, which, though administratively advantageous is thought to involve an undue loss to the railways.

Railways.

39. It has become customary to bring together in this part of the Financial Statement the figures of capital expenditure on railways during the last five years and the similar estimate for 1910-11. I accordingly present the table as usual; it includes all capital outlay whether incurred by the State or through the agency of guaranteed or assisted companies:—

	1905-1906.	1906-1907.	1907-1908.
	£	£	£
Open lines including rolling stock ...	5,121,360	5,948,067	7,828,000
Lines under construction—			
(*a*) Started in previous years ...	3,663,073	3,526,066	3,006,300
(*b*) Started in current year	215,057	176,667	....
	8,999,430	9,650,800	10,834,300

	1908-1909.	1909-1910 (Revised).	1910-1911 (Budget).
	£	£	£
Open lines including rolling stock ...	8,532,741	7,665,400	7,875,800
Lines under construction—			
(*a*) Started in previous years ...	1,366,200	1,170,200	2,424 200
(*b*) Started in current year ...	146,130	400,100	566,700
	10,045,071	9,235,700	10,866,700

40. On the 31st March 1909, the total length of open lines was 30,808·71 miles classified according to gauge as follows:—

5ft. 6in. gauge	16,001·95
Metre	13,083·49
Special gauges (2ft. 6in. and 2ft.)	1,723·27
Total ...	30,808·71

During the current year we have added to these approximately the following mileage:—

5ft. 6in. gauge	456·90
Metre	317·43
Special gauges (2ft. 6in. and 2ft.)	77·63
Total ...	851·96

During the ensuing year it is intended to increase this length by 520·55 miles.

41. In the current year the return on the capital at charge amounts to 4·48 per cent., as compared 3·69 in 1908-1909, 4·75 per cent. in 1907-1908 and 5·38 per cent. in 1906-1907. The rate of interest which we have taken for the year on the debt chargeable to railways is 3·384 per cent.

The position has greatly improved since last year, although the traffic returns have not come up to expectations. The improvement is largely due to the acceptance by the railway administrations of the reasonable and indeed inevitable limitations imposed by budget provision. The grants for working expenses, etc., are unlikely to be exceeded by more than the comparatively unimportant sum of £85,000; and this excess may be taken as due to unprecedented floods on the North-Western Railway and the cyclone which worked serious havoc on the Eastern Bengal State Railway. If we take the railway revenue account as a whole, and set the interest charges the annuities and sinking and payments, and the minor debits (cost of land, (etc.) against the net earnings, we find a surplus of £828,500 which accrues to general revenues. Last year there was a net loss to the State for the first time since 1898-99.

42. Our anticipated results for the ensuing year have already been alluded to. The gross earnings are expected to respond to the trade revival; but the larger grants which we have been advised to provide for improvements in the permanent-way, rolling stock, and general equipment, as well as the increasing charges on railway debt, will depress the net surplus. It is estimated at only £486,200. We should have been glad of a greater measure of assistance from our railways in a year of considerable difficulty; but we accept the situation in the confident hope that our sacrifices now will result in a substantial and permanent increase of our net railway profits in the future.

Irrigation.

43. The financial position of our great Irrigation undertakings may be gathered at a glance from the following table, which carries on and brings up to date the information that it has been customary to give in previous Financial Statements :—

	1906-1907.	1907-1908*	1908-1909.	1909-1910. Revised.	1910-1911. Budget.
Productive Works.	£	£	£	£	£
Capital outlay to end of year.....	25,745,780	26,078,916	25,002,898	29,081,500	30,225,800
Direct receipts	2,307,959	2,160,389	2,213,644	2,251,400	2,190,300
Land Revenue due to Irrigation..	999,989	1,035,088	1,084,773	1,120,700	1,122,300
Total	3,307,948	3,195,477	3,298,417	3,372,100	3,312,300
Working Expenses	926,310	981,804	1,011,140	1,061,600	1,062,700
Interest	870,962	905,887	930,708	965,900	1,002,400
Total	1,797,272	1,887,691	1,941,848	2,027,500	2,065,100
Net Profit.	1,510,676	1,307,786	1,356,569	1,344,600	1,247,200

	1906-1907.	1907-1908.*	1908-1909.	1909-1910. Revised.	1910-1911. Budget.
Protective Works.	£	£	£	£	£
Outlay on construction to end of year	2,019,081	2,382,055	2,736,094	3,176,600	3,612,200
Direct Receipts	34,272	47,625	33,980	53,000	64,300
Land Revenue due to Irrigation ..	6,992	5,445	6,271	7,400	7,500
Total	41,264	53,070	40,251	60,400	71,800
Working Expenses	18,322	22,205	25,449	27,100	30,300
Interest.....	64,269	75,025	86,619	100,000	114,900
Total	82,591	97,230	112,068	127,100	145,200
Net Loss	41,327	44,160	71,817	66,700	73,400
Minor Works and Navigation.					
Direct Receipts	183,705	232,045	219,334	231,400	220,200
Expenditure.....	856,898	838,728	906,339	906,900	915,100
Net Loss	673,193	606,683	660,005	675,500	694,900

* See note on page 469.

*The figures for 1907-1908 include the capital outlay to the end of 1906-1907 on the following Minor Works transferred to the productive class from 1st April 1907:—

	Rs.	£
United Provinces—Dun Canals	10,40,873	69,400
Bijnor Canals	2,48,476	16,570
North-West Frontier Provinces—Kabul River Canal ...	9,77,683	65,180
Madras—Shatiatope anicut system	4,07,014	27,130
Tirrukkoyilur anicut system	3,33,259	22,220
Cheyeru anicut system	3,98,916	26,600
Poincy anicut system	2,30,767	15,390
Lower Coleroon anicut system	14,89,605	99,310
Total ...	51,26,593	341,800

44. At the end of 1908-1909, 55,140 miles of main and branch canals and distributaries had been constructed, commanding 47 million acres of culturable land; the area actually irrigated in the year was 22,187,430 acres. The productive works during that year yielded a net return of 8·17 per cent. on the capital outlay of £28 millions, after paying all charges exclusive of interest. The net profit to the State was £1,356,000.

45. The revised estimate for 1909-1910 shows a net profit of £1,345,000 on productive works and a net return on capital outlay of 7·94 per cent. At the end of the current year, we expect to have 55,601 miles of main and branch canals and distributaries constructed to command 47,396,402 acres of culturable land; and we hope actually to have irrigated about 21½ million acres during the year. In addition to the canals in operation, there are altogether 44 projects which are either under construction or awaiting sanction or being examined by the professional advisers of the Government; of these 14 are productive and 25 protective. They are designed to irrigate 5·24 million acres and 3·61 million acres, respectively, at a total capital cost of nearly £11½ millions and £19½ millions, respectively. The former are expected to yield a net return of 7·40 per cent. on the outlay.

46. The most important works which received sanction during the year are the Tendula project in the Central Provinces and the Hathras Branch of the Upper Ganges Canal in the United Province.

A reference to the former project was made in paragraph 62 of the last year's Financial Statement. It is one of the most promising schemes of the class of protective irrigation works, as it will protect a large tract of country which has suffered severely from drought in recent years. The estimated return on its capital outlay is 3·9 per cent. and work will be started as soon as we are in a position to allot funds from our current revenues. The Hathras Branch Canal is designed to serve portions of the Alligarh, Etah and Agra districts of the United Provinces where it will irrigate an area of 109,500 acres annually. It is a work of the productive category, the return on the capital outlay being estimated at 14·31 per cent. Satisfactory progress continues to be made in the construction of the three canals comprised in the Triple canal project in the Punjab, but it is feared that the original estimate of cost will be largely exceeded. It has been decided to adopt a level crossing instead of a syphon to carry the water from the Upper Chenab across the Ravi river for the supply of the Lower Bari Doab Canal.

The important Sind project for the construction of a barrage at Sukkur, and for the system of five canals to take out above it, has been under preparation; the design for the barrage is now under the consideration of the Government of India. The Sarda-Ganges-Jumna Feeder scheme has also been under investigation during the year. Mention was made of these projects in paragraphs 63 and 64 of my last Financial Statement.

Opium.

47. I fear the Council must be weary of my references to Opium but I must revert to the subject again for a few minutes. It is a question of grave importance to our revenues and to various interests both in British India and in Malwa, especially to many humble people for whom the poppy cultivation is their daily bread. As far as our arrangements with China are concerned, our position is the same as when I described it last year, though we shall probably continue our progressive reduction of exports into 1911, while we await unequivocal evidence as to the success or otherwise of China's efforts to put down cultivation and consumption. But in one important respect we have made a change in our domestic arrangements. We have decided to alter the distribution of our exports, so as to

allow the Malwa States a larger share in them during the next three years. The intention is in this way to allow the large stocks of Malwa Opium to be cleared, and the capital locked up in them to be released and to afford the Durbars and cultivators more time to adapt themselves to the inevitable decline in poppy cultivation. We are enabled to make this change by the greater readiness of the Bengal growers to take to other crops. It may be convenient that I should take the opportunity of announcing the figures of export that will be permitted in the next three calendar years, on the assumption that the curtailment of our exports to China will continue, they are as follows :—

	Number of Chests.		
Years.	Bengal.	Malwa.	Total.
1911	31,440	15,160	46,600
1912	26,520	14,980	41,500
1913	21,540	14,860	36,400

Meanwhile, the policy of reducing and concentrating cultivation in Bengal is being steadily pursued; and subject to the Secretary of State's approval, an important step will be taken in that direction next year by the amalgamation of the two Agencies.

48. In my last Financial Statement, I made little more than a passing allusion to the International Opium Commission which met at Shanghai in February 1909. Its proceedings had not then reached us, and the bearing of its recommendations on India was uncertain. Since then, however, we have had an opportunity of examining the Commission's conclusions, and the Council will naturally expect some indication of the attitude of the Government of India towards the policy which the Commission advised. I cannot enter into any detail because we are still consulting the Local Governments concerned, and corresponding with the Secretary of State on a number of the questions involved. But the Commission was a thoroughly representative body; its conclusions were unanimous; and there is nothing in its finding to deter us from expressing our acceptance of the general principles which it laid down. We accept them all the more readily that the interests of India were amply and skilfully pressed on the commission by our representative, Mr. J. B. Brunyate. Aided

by his knowledge of the subject, the Commission was enabled to appreciate the importance and complexity of the opium problem in this country.

49. Out of the nine Resolutions in which the Commission formulated its advice, only four have a direct bearing on India. Resolution No. 2 recommends measures for the gradual suppression of opium-smoking. I need not remind the Council how near we are in India to the legal prohibition of this particular form of the opium habit. Absolute prohibition is virtually our ideal, and we are prepared to take every reasonable step towards enforcing it, as our action in the past has clearly shown. In Burma we have had to deal with special difficulties, and our experience warns us to tread warily: but even in that province absolute prohibition for foreigners, as well as for Burmans will be taken into serious consideration. The difficulties will be great but they may not prove insuperable, and we are ready to give the whole question our best attention. The Commission's third Resolution suggests that we should re-examine our regulations for the use of opium in the light of the experience gained by other countries. This we are prepared to do. We retain full liberty to protect the legitimate household and medicinal use of opium: but increasing stringency against its use as a luxury or an intoxicant, higher rates of duty and more vigorous preventive action command our entire approval. Resolution No. 4 advises the adoption of reasonable measures for prohibiting the export of opium and its preparations to any country which forbids their entry. The exact mechanism for giving effect to this advice will require examination: but the principle involved is equitable and we fully accept it. The fifth Resolution—the last with which we are immediately concerned—urges on each Government the control in its own territories of the manufacture, sale and distribution of morphine or any similar opium derivative. We gladly welcome the recommendation. The morphia habit and the cocaine habit are becoming serious dangers in India: the enforcing of prohibition through the control of imports and of consumption is a matter of extreme difficulty: and it is only by the proper regulation of the supply of these drugs at its source that we can hope to hold them in check. It will thus be seen, I trust, that the Government of India are in full accord with the views expressed by the Commission and will take any practicable means of making them effective.

Provincial Finance.

50. I must now say a word about the finance of the provinces—a subject which has recently caused no small embarrassment to the Government of India. For all the provinces taken together, we have the following results:—

	Actuals, 1908-1909.	Revised, 1909-1910.	Budget, 1910-1911.
	£	£	£
Revenue	24,171,904	24,977,200	24,760,900
Expenditure	24,839,247	24,293,700	25,394,700
Surplus	.....	683,500	.....
Deficit	667,343	... ..	633,800

The surplus in the current year is in reality fortuitous, being due partly to abnormally heavy collections of Land Revenue and partly to the special subsidies with which the Imperial Government helped three of the provinces in the peculiar circumstances which I have already described. The revenue collections exceeded those of the previous year by about £700,000 (Provincial share), the greater part of which may be regarded as famine arrears. The grants-in-aid of Provincial balances which we have paid through the current year's accounts come to a total of £496,000. On the other hand, the deficit for next year includes a special draft of £133,000 upon their balances by the Madras Government. Making these allowances, we are driven to the conclusion that the provinces in the aggregate are steadily over-spending their income by about half a million a year. The position is thus one which compels most serious reflection. It differs considerably in different provinces. Madras, for example, keeps well within its means and has a large credit balance for special or non-recurring expenditure. The United Provinces, with its new settlement and a respite from famine, will no doubt be able to avoid deficits in normal condition, and to build up a strong balance against emergencies. Eastern Bengal and Assam enters next year upon its new settlement, which I shall shortly describe, and ought in future to be able to confine its expenditure within the limits of its resources. The Central Provinces finances have been severely tried by the recent famine, which was administered with a care for the interests

of the general taxpayer which the Government of India cordially appreciate. The ordinary services of the province have suffered accordingly: and until the leeway is made up, there may be some excess of expenditure over the normal revenue, though we hope it will be neither large nor prolonged.

51. In the other four large provinces, I am afraid that the situation is less assuring. Bombay, it is true, has substantial balances, but they are being somewhat rapidly diminished, and care will have to be exercised to prevent the scale of recurring expenditure from settling into permanent excess over the normal revenues From Burma and the Punjab we have recently had special appeals for assistance. To accept these appeals would have been virtually to admit that the provincial settlements of these provinces are inadequate; and we cannot make any such admission. Burma has undoubtedly suffered from a set-back, I hope, which may be merely temporary, in its Forest receipts; but we do not consider that in either province there is a case for revising and amplifying the standing arrangements. It will be the duty—disagreeable and unpopular, but inevitable—of the Local Governments to overhaul their expenditure and to adapt it to their normal resources. That duty has already been undertaken in Bengal by our colleague, the present Lieutenant-Governor; and I am glad to have this opportunity of expressing my acknowledgment of the courage and thoroughness with which Sir Edward Baker has enforced economy in that province.

52. We have now framed a semi-permanent settlement with Eastern Bengal and Assam, the last province where the settlement was on a temporary and provisional basis. This closes our long list of resettlements, and I can hold out no hope of any general revision of these arrangements. They were made, before I came to India, with scrupulous care, and were intended to foster provincial independence, economy and foresight. Nor do I see any near prospect of our being able to undertake a further share of the recurring expenditure of Local Governments. Our own necessities will not improbably force systematic retrenchment upon us, which will affect Imperial and Provincial services alike; and in the meantime Local Governments can best co-operate with us, and best mitigate future difficulties by examining the causes of the insidious growth of expenditure, and by sharply checking them.

53. The special grants which we have given in the current year to the more impecunious provinces were meant partly to restore their normal scale of expenditure on civil works and partly to enable them to close 1910-1911 with the prescribed minimum balances. (I do not allude to grants which are passed through Provincial accounts as subsidies to local authorities.) For the next year the only additional grants which we intend to give are £255,000 to Eastern Bengal and Assam under its new settlement; £21,000 to Bengal for police reforms; and £ 21,000 distributed among five provinces, in aid of University and Collegiate education. The police grant is one of the last that is claimable for the reforms which were sanctioned on the advice of the Police Commission. The need for pressing on the reforms is most prominent in Bengal, and our general position puts it out of our power to accord similar treatment in 1910-1911 to the other provinces, whose grants have not yet been paid in full. The University grants are a renewal and continuation of what we have been allotting since 1907.

54. As I have more than once referred to it, I shall describe very briefly the new settlement with Eastern Bengal and Assam. The existing settlement was made in 1906, and was to run for three years in order to allow us to gain experience of the needs of the province. It was known the Eastern Bengal districts required development, but the cost of the operation was largely guess-work. The temporary settlement, as we had believed probable, turned out inadequate; but at the end of its three-years' term, the Imperial finances were not in a state to justify a revision which was clearly going to involve a large transfer of Imperial funds to the Local Government. The consequence was that the province had to continue working with a deficit, and getting deeper into debt to Imperial revenues. We have now, in consultation with the Lieutenant-Governor and his officers given our most careful consideration to the special difficulties of the province and arranged with the Secretary of State's approval, to provide it with such a moderate addition to its resources as the efficiency of administration seems to demand. The result is that our fixed subsidy, to balance the standard figures of revenue and expenditure, has had to be raised by £255,000 a year. We have also out of our high opium receipts in the current year, cancelled the province's overdraft and raised its balance to the prescribed minimum for 12 lakhs: this has cost us £246,000, which of course

is non-recurring. I trust that with this liberal assistance the new province will now advance along the paths of financial stability.

55. I conclude this portion of my remarks by explaining certain contributions from Provincial to Imperial revenues which will appear as new recurring assignments in the estimates of the eight major provinces for 1910-1911. Our measures for obtaining extra taxation will mean as we estimate, an increased revenue of £166,000 under Excise and Stamps; but, as these are "divided" heads and we require the whole of the extra revenue for Imperial purposes, we have appropriated the Provincial share of it, or £83,000, by taking contributions from the Local Governments concerned. The amount which we thus take from each province is based on a rough estimate of what the province is likely to collect on account of the higher duties.

Ways and Means.

56. Hitherto we have been considering almost exclusively the current revenue and expenditure of India. I must turn to the operations upon our cash balances both in India and in the Secretary of State's custody in London. As the Government of India is its own banker, it is into our general cash balances that all our current revenue is paid, and from them that all our current expenditure is drawn. They are also the reservoir for the proceeds of all sterling and rupee loans, whether raised by Government or by railway companies which work our State lines, for the whole of our unfunded debt, and for all the miscellaneous deposits which are not earmarked for separate custody. All the provincial balances merge in them, and in them are absorbed all the repayments and interests of State loans or advances to local bodies and private individuals. Similarly, it is out of current cash balances that we take all our capital expenditure on railways and irrigation; all the advances which Government makes to local authorities and private persons: and all the money used in the discharge of our permanent temporary or unfunded debt, or in the repayment of deposits. Finally, it is through our cash balances, owing to their being located partly in England and partly in India, that Council Bills are usually drawn and the greater part of Government's remittances between England and India effected. It is with our cash balances therefore that our estimate of Ways and Means are concerned.

57. For 1910-11 we count on opening with £12,503,227 in our balances in India, and £12,758,615 in England: the latter figure including £2,064,118 on account of the Gold Standard Reserve, and being further swelled by part of the proceeds of the £7½ million loan which the Secretary of State floated last month. Our chief requirements during the year will be our capital expenditure of £12,000,000 on railways and irrigation and £946,300 for the discharge of permanent debt, to which may be added a net debit of £741,000, for transactions on account of the Gold Standard Reserve, the total of these liabilities coming to £13,687,400. To meet these we shall have our revenue surplus of £245,900 and a further £500,000 from the Famine Grant. The Secretary of State has still to realize £1,637,600 out of his January loan and certain Railway Companies are expected to raise fresh capital amounting to £2,597,500. Our unfunded debt receipts are estimated at £1,119,200 and the net result of our advance and remittance accounts, etc., will be a credit of £348,600. From the aggregate of these resources, we shall thus obtain £6,448,800, and our high opening balances will be reduced during the course of the year by £6,238,600, thus bringing our available means up to £12,687,400. This leaves us still short by £1,000,000, and we intend to borrow that amount (1⅓ crores of rupees) in India. We estimate our closing balances on the 31st March 1910 at £12,404,127 in India and £6,619,115 in England; £1,323,018 of the latter being held on account of the Gold Standard Reserve.

58. Besides the transactions which I have thus described, the year will be marked by the purchase of the Indian Midland Railway. This liability will be met partly by taking over Debentures and partly from the proceeds of temporary loans which the Secretary of State will raise in England.

59. The announcement regarding borrowings is made subject to the usual reservation, and the Government of India retain full discretion to vary the programme, as now declared, in any way and to any extent that may be thought advisable.

60. The present intention of the Secretary of State is to draw bills on India for £16,500,000, but this also is subject to a similar reservation. The figure represents a forecast of the Secretary of State's requirements: but additional bills will be sold, so far as may be, if needed, to meet the demands of trade.

Exchange and Currency.

61. I propose now to pick up the narrative of our currency affairs and to continue it from the point up to which I was able to carry it in the Budget discussions last March. During the year 1908-09, the Government of India fought a strenuous campaign against the fall in exchange, the first that had been forced upon them since the adoption of the gold standard. When the year closed, the movements of trade were rapidly becoming more normal, and exchange was firm at 1s. 3 29-32d. with a tendency to rise. But though the battle had gone in our favour, its losses remained with us in the attenuated condition of our gold resources. In spite of the marked recovery which began in September 1908, the gold holding, in securities and cash, of our gold standard reserve was under 8 millions on the 31st of last March, and the reserve in India was laden, besides its standing silver nucleus of 6 crores, with the large sum of 9·88 crores in rupees, which we had withdrawn from circulation in exchange for the issue of gold in London. The gold in our currency chest at the Bank of England had fallen to 1½ millions; and the amount of sovereigns in our hands in India was practically negligible,—about £92,000. Our gold resources at the beginning of the current financial year were thus represented by a total figure of 9½ millions sterling. A year earlier, on the 1st April 1908, they had been as high as 21 millions; and before the American financial crisis of October, 1907, they had reached the substantial figure of 24½ millions. It was with this contrast in my mind that I have considered it my duty to represent the urgency and importance of building up our gold resources again by every means in our power.

62. It is on the volume and direction of India's trade with the outside world that we must primarily depend for the strengthening of our gold position. We may husband our gold when we have it: we may cause it to fructify; we may even in emergency take exceptional means to supplement it. But it is the relation between our imports and our exports which, in the last resort, decides whether we are to keep our gold or to lose it. When I took stock of the position a year ago, our external trade, after the dislocation caused by the famine in Northern India and by the general depression in the world's markets, was beginning to resume its normal proportions. The very heavy imports of piece-goods, metals and silver which had

helped to upset the balance in 1908 were at last easing off ; the value of private merchandise and treasure which came into India by sea during the last three months of 1908-09 having been less by the enormous sum of 10½ crores than in the corresponding quarter of the previous year. Along with this there was a substantial quickening in the export trade, big shipments of opium left Bombay in January; a good average cotton crop began to move ; and the market for yarns in China revived after some temporary dullness. There was thus a considerable demand for currency emphasized by the sharp reduction which our 1908 operations had effected in the stock of rupees available for circulation. The Secretary of State was able to sell very heavy drafts during the two busiest months of the year; and before the end of March he had found it possible to restore to the gold standard reserve about two millions of the gold which it had parted with. Such was the state of affairs when we last discussed the subject in this Council.

63. When the current year began, the improvement in the outlook had become unmistakable. Northern India was safe with a fine spring harvest; and the foreign market for our yarns, cotton and oilseeds continued active, while the imports of bar-silver fell very substantially from the high figures they had reached in the previous year. In May began large exports of wheat, which were abnormally heavy while they lasted. They ceased abruptly in August, and brought to a close the first phase of the year's trade movement. During the five months from April to August the net exports on private account amounted to close on 20 crores, as against 16½ crores in the same period of 1906, 16½ crores in 1907 and an actual (though small) net excess of imports in the five corresponding months of the anxious year 1908. Up till August then everything was wholly favourable to the improvement of our position. In September there came a slight check. Wheat had worked itself out for the time being, and there was a sharp drop in cotton and seeds. Simultaneously with this, imports bounded up again ; the new crop of Java sugar was coming into the market, and large consignments reached India of piece-goods and precious metals. On the month's account the net result was a balance of net imports to the extent of about one crore. In this, I need hardly say, there was nothing unseasonable, and I should not have referred to the point had it not been for the immediate effect on exchange to which I shall allude below. Clearly,

however, the reversal of the balance in September was a merely transitory incident. By October the autumn harvests were safe, and a bounteous monsoon offered the best of prospects for the following spring. Trade soon flowed back into its normal channels; and since then the balance has been steadily in our favour; thanks mainly to the heavy exports of cotton, tea and jute, both raw and manufactured. During the third quarter of the year (last October to December) the exports as a whole exceeded the imports by 2 crores in value, against 1½ crores in 1908 and 2 crores in 1907; but the excess would have been very much greater if it had not been for the large arrival of gold (about 5⅔ crores) in December.

64. It is instructive to watch how closely the fluctuations in exchange followed the broad movements of trade which I have outlined above. Beginning April at 1s. 3 29-32d. the rate stiffened to 1s. 4d. by the end of the month, thus returning to parity for the first time since Christmas 1907. It slipped back a point or two after the middle of May, but the Secretary of State met with no checks in his sale of bills until well into August. With the abrupt stoppage of the wheat exports, a shade of weekness came over the market. The reduced supply of export bills, combined with easy money (Bank rates of 3 per cent. in both Calcutta and Bombay), forced down the rate once more below gold point. I immediately put into force what may now be regarded as the regular and stereotyped procedure for checking a slump ; and on the 2nd of September, and again on the 9th, the Comptroller General offered to sell bills on London at 1s. 3 29-32d. up to £500,000 worth in each week. The bills actually taken during the fortnight amounted only to £156,000; the Secretary of State at his end cut down his offers of remittances ; and the market was almost immediately restored to confidence, exchange rising by rapid stages back to parity on the 23rd of September. From October onwards there has been no further sign of trouble; Council bills have been sold in very large quantities, at prices ranging from par to 3-32nds above, with 5-32nds for telegraphic transfers ; and gold has begun once more to come freely into the country.

65. In currency affairs, effects sometimes follow causes with gratifying rapidity. As the result of the heavy demand for remittances to finance our revived export trade, the Secretary of State

expects, in addition to satisfying all the requirements of his home treasury, to be able to raise the gold standard reserve by the end of March to over £14½ millions ; that is, to repay to it the whole of the gold which had to be withdrawn in 1908 in support of exchange. Our currency reserve in London stands at 1½ millions ; but the sovereign is once more visible in India, the stock of gold held by us in this country having risen to over 5¼ millions at the end of January, when it was still rapidly increasing. Within two years after the first breaches had been made in our position, our walls have been rebuilt and we are engaged in the further strengthening and extension of our defences.

66. I should be lacking in candour if I allowed the Council to think that we are yet satisfied with the sufficiency of our defences. We have come successfully through one financial crisis and one famine. But there have been blacker times in the financial world than the crisis of October 1907, and there have been longer and more widespread famines in India than the one which is now happily at an end. My desire is to see our gold resources strong enough to carry us over not one but two years of short exports ; and to keep exchange stable through at least twice the period during which we supported it in 1908. I do not say that even then we should regard our position as absolutely clear; but what I have indicated seems as much as we need aim at for the present. I should now like to add a caution on the other side. I wish to dissociate the Government from the notion that a reduction in our gold holdings is an evil "per se," and I trust that nothing which I have said above will be taken as indicating sympathy with that idea. There would be nothing more fallacious than to conceive of our gold reserves as being something that we put away in safety and strive to protect at all hazards. They exist to be used; and they are efficient only in so far as they are capable of being freely used for the purpose for which they were created. To hoard our gold when there is a clear case for employing it, would be fatal to our currency policy; and it may and usually will be just as much our duty to disperse our reserves when the balance of trade is against India, as it is our duty to build them up when the balance is in our favour. The increasing delicacy of the exchange standard and the more frequent manifestations of nervousness in the market—I use the term in no offensive sense—may require us to open our gold reserves more often than has hitherto

been necessary, but we shall not hesitate to do so whenever exchange clearly needs support.

67. It is therefore with genuine satisfaction that I am able to announce two recent decisions which ought to increase the efficiency of our gold reserves. The Council will remember that, in August 1907, upon the advice of the Indian Railway Finance Committee, it was determined to employ one-half of the profits on our rupee coinage in capital expenditure upon railways. The sum of £1,23,604 was actually diverted in this manner. But for the future, as has now been decided, the whole of our coinage profits without reservation will be paid into the gold standard reserve until such time as the gold held by us in that Reserve and in the Paper Currency Department combined, reaches the figure of £25 millions sterling. The second important change concerns the form in which the gold standard reserve is held in England. For the future, instead of tying up the whole amount in investments the Secretary of State has consented to keep one million sterling uninvested, letting out this sum in short loans or putting it into bank deposits. Of the balance, he will hold a considerable portion in high-class securities, with a near date of redemption, and the remainder in Consols or other approved stock. When we are next obliged to sell sterling bills on London, the Secretary of State will thus be able to meet them in the first instance from cash which is virtually at call. When this is exhausted, he can draw on his short-dated securities, upon which cash can always be obtained by sale or loan if it is impossible to wait for their maturity. If the crisis still continues, it will become necessary to realize—and to realize gradually and carefully—the more permanent securities. It will be for the Secretary of State in Council to carry out this operation, and he accepts the responsibility for doing so if occasion arises. I trust that the Council, as well as the large and important community who are vitally interested in such matters, will find in these arrangements and in the actions of Government during the last two years, no uncertain proof of the determination of those who are responsible for the Government of India to uphold the gold value of the rupee.

Conclusion.

68. In introducing the Budget last year I used the perhaps infelicitous expression "a gamble in rain." So far the gamble has

resulted in a win, but I think every one will agree that, although the monsoon must always remain a dominating factor in forecasting the revenue and expenditure of India, it would be neither prudent nor right to approach the compilation of a budget from a gambling standpoint. Broadly speaking, it should be possible by the experience of past years, tempered by a careful review of possibly changed circumstances, to form a fairly close estimate of revenue and expenditure. The monsoon will, however, always be a factor in regard to which hope must of necessity take the place of calculation ; and that in itself renders budgeting in this country a matter of abnormal difficulty. All we can do is to calculate upon a reasonably good harvest, and in the literal and best sense, put our trust in Providence.

69. To the best of my ability I have estimated our assets and liabilities for the ensuing year. The outcome necessitates some additional taxation. I can understand a certain malicious satisfaction in extracting revenue out of multimillionaires. But this is not a rich country. A large proportion of its people are poor, an appreciable proportion are very poor. No right-minded man can impose additional taxation on India with a light heart. To me it is a very genuine sorrow to be obliged to do so. I did not sow the storm but I am reaping the whirlwind. I am confident that I may count on your sympathy. I believe I shall have your support.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.	RESERVE.	Rs.
Total amount of Notes in circulation on the 31st December 1910	49,67,00,960	Gold Coins and Bullion in India	3,60,34,447
		" " " " England	6,86,75,000
		Silver Coins in India	27,67,04,597
		" Bullion under Coinage	7,86,970
		" " in transit between India and England	.....
		Securities held in India	9,99,99,946
		" " " England	2,00,00,000
			49,72,00,960
		Deduct—Amount due on Bills drawn by one circle on another	5,00 000
	49,67,00,960		49,67,00,960

BALANCE OF THE GOLD STANDARD RESERVE	£		£
on the 31st December 1910 in India and in England	19,106,076	Rupees in India equivalent to (£ 1 = Rs. 15).	2,534,302
		Cash placed by the Secretary of State for India in Council at short notice	1,437,425
		British and Colonial Government Securities and Corporation of London Bonds	15,134,349
	19,106,076		19,106,076

COUNCIL BILLS.	£		£
Amount as per Budget to be remitted to the Secretary of State during 1910-11 ...	26,645,000	Remitted from 1st April 1910 to 31st March 1911 by Council Bills*	26,783,679
			26,783,679
		Deduct—Remitted in Excess over Revised Estimate	138,679
	26,645,000		26,645,000

* Of this sum £2,545,000 has been taken to the account of Currency Reserve and £600,000 to the Gold Standard Reserve.

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 27th December 1910	Rs. 2,98,16,117
BALANCE HELD IN CASH IN THE CIVIL TREASURIES of the Government of India and at Credit of the Government in the Presidency Banks and their Branches on the 31st December 1906 ...	Rs. 10,45,58,000
" " " " " " " 1907 ...	" 11,84,19,000
" " " " " " " 1908 ...	" 9,32,99,000
" " " " " " " 1909 ...	" 10,15,84,000
" " " " " " " 1910 ...	" 13,17,22,000

COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints)	Official Year, 1907-08.	Official Year, 1908-09.	Official Year, 1909-10
Whole and Small Coins	Rs. 18,55,71,561.	Rs. 4,41,26,252	Rs. 3,72,04,862

NET PROFIT ON COINAGE for the year ending 31st December 1910	*Nil*

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1906	16,42,89,000
" " " " " " " " " 1907	16,49,16,000
" " " " " " " " " 1908	15,23,18,000
" " " " " " " " " 1909	14,43,66,433
" " " " " " " " " 1910	15,21,19,933
" " " " " " " " " 1911	12,79,60,733

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1910.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	15,53,33,610	....	15,53,33,610	8,30,37,510	270	8,30,37,780
France	1,47,76,245	....	1,47,76,245	....	....	....
Austria-Hungary ..	9,97,275	....	9,97,275	1,830	.....	1,830
Turkey, European..	....	....	....	....	.....	....
Turkey in Asia ..	51,57,135	....	51,57,135	12,09,120	.....	12,09,120
Aden and Dependencies	26,43,945	....	26,43,945	1,04,520	25,350	1,29,870
Arabia	26,715	....	26,715	3,72,120	....	3,72,120
Bahrein Islands ..	75	.....	75	2,83,155	....	2,83,155
Persia	21,000	....	21,000	6,10,185	6,61,860	12,72,045
Ceylon	7,05,000	....	7,05,000	12,91,995	....	12,91,995
Straits Settlements..	5,02,095	....	5,02,095	6,58,305	....	6,58,305
Siam	....	....	.....	25,980	....	25,980
China	61,23,780	....	61,23,780	1,47,24,870	....	1,47,24,870
Japan	60	....	60	15,000	....	15,000
Egypt	6,92,55,975	....	6,92,55,975	10,275	.....	10,275
Cape Colony	3,75,000	....	3,75,000	....	....	....
Natal	2,09,280	....	2,09,280	....	....	....
Africa, East	15,600	....	15,600	15	....	15
Mauritius and Dependencies ..	....	....	....	....	.....	....
United States of America.	....	....	....	1,62,015	....	1,62,015
Australia (including New Zealand) ..	1,41,11,550	....	1,41,11,550	74,77,350	....	74,77,350
All Other Countries...	1,50,420	....	1,50,420	....	....	....
Total ..	27,04,04,760	....	27,04,04,780	10,99,84,245	6,87,480	11,06,71,725

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	3,90,87,315	30,000	3,91,17,315	3,33,59,775	61,350	3,34,21,125
Balance retained by India	..	..	23,12,87,445	..	..	7,72,50,600

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports into Bombay during the year 1910.
(From 1st January to 31st December 1910.)

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	10,39,15,738	3,37,96,037	.....	6,74,53,966	.....	30,398	26
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,56,32,683	2,14,780	.....	.....	1,882	.....
UNITED STATES—							
San Francisco and New York... ...	... ..	.....	.....	1,62,000	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	41,79,714	3,27,060	.....	20,47,617	.....	15	.....
JAPAN	.....	.....	.....	15,000	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	... ..	.....	.....	1,21,53,377	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	6,91,64,870	56,949	.....	.....	6,658	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	2,62,500	.....	700	.....
OTHER FOREIGN PORTS	27,346	55,11,568	28,91,019	2,15,000	11,390	24,13,170	1,688
ALL INDIAN PORTS...	.....	1,485	.....	2,38,243	11,825	1,42,863	.....
Total Imports from 1st January to 31st December 1910... ...	10,71,22,798	11,44,33,703	31,62,748	8,25,47,703	23,215	25,95,535	1,714
Imported same time last year ...	5,21,09,209	5,32,09,438	20,84,081	9,95,50,508	4,10,163	29,58,360	11,924

Total Exports of Treasure(Private) to Foreign Countries and Indian Ports from Bombay during the year 1910.

(From 1st January to 31st December 1910.)

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,30,00,513	.....	4,350	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	10,57,444	57,80,920	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	39,75,000	.....	1,910	.....	.....	.....
OTHER FOREIGN PORTS	6,000	37,190	3,50,522	1,25,883	10,500	82,62,195	6,250
ALL INDIAN PORTS	.....	6,204	.....	70,389	.....	2,12,100	.....
Total Exports from 1st January to 31st December 1910	3,30,06,513	40,08,391	3,54,872	12,55,526	57,91,420	84,74,295	6,250
Exported same time last year ...	3,25,62,458	4,02,855	3,26,503	5,56,288	89,35,662	78,56,800	15,549

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1888 ...	1,472	893	58	951	500	1,151
1865 ...	...	1,065	1	1,066			1889 ...	1,851	1,286	16	1,382	565	1,897
1866 ...	...	1,187	14	1,201	42	1,243	1890 ...	2,235	1,488	71	1,559	636	2,195
1867 ...	...	1,277	5	1,282	16	1,328	1891 ...	2,020	1,070	107	1,177	762	1,939
1868 ...	...	1,030	48	1,078	47	1,125	1892 ...	1,770	905	262	1,107	728	1,835
1869 ...	...	1,225	56	1,281	48	1,329	1893 ...	1,738	816	169	985	724	1,709
1870 ...	...	1,115	50	1,165	49	1,214	1894 ...	1,769	908	159	1,067	731	1,798
1871 ...	...	967	39	1,006	50	1,056	1895 ...	1,540	525	143	668	815	1,483
1872 ...	1,085	1,002	48	1,050	52	1,102	1896 ...	2,151	800	346	1,146	849	1,995
1873 ...	1,151	1,079	34	1,113	53	1,166	1897 ...	1,612	603	405	1,008	703	1,711
1874 ...	978	917	34	951	67	1,018	1898 ...	1,730	424	409	833	817	1,650
1875 ...	1,311	1,192	25	1,217	83	1,300	1899 ...	2,038	578	520	1,098	951	2,049
1876 ...	1,345	1,285	20	1,305	135	1,440	1900 ...	988	117	444	561	745	1,306
1877 ...	1,073	980	35	1,015	147	1,162	1901 ...	1,896	620	340	960	696	1,656
1878 ...	1,141	920	38	958	161	1,119	1902 ...	2,142	525	732	1,257	987	2,244
1879 ...	961	800	46	846	204	1,050	1903 ...	2,454	921	349	1,270	986	2,256
1880 ...	832	652	64	716	181	897	1904 ...	2,151	1,036	423	1,459	973	2,432
1881 ...	1,171	874	34	908	220	1,128	1905 ...	2,609	384	664	1,048	1,072	2,120
1882 ...	1,832	1,521	87	1,608	277	1,885	1906 ...	2,668	1,017	477	1,494	1,141	2,635
1883 ...	1,770	1,335	95	1,430	318	1,748	1907 ...	2,949	1,169	747	1,916	1,115	3,031
1884 ...	1,759	1,295	100	1,395	348	1,743	1908 ...	2,123	781	454	1,185	1,079	2,264
1885 ...	1,139	791	70	861	392	1,253	1909 ...	2,166	643	723	1,366	1,099	2,465
1886 ...	1,480	1,009	61	1,070	391	1,461	1910 ...	3,152	1,054	968	2,022	984	3,006
1887 ...	1,708	1,147	40	1,187	454	1,641							

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ..	35,70,57,880	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,972
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,592
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ..	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,07,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82 74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,732
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,300
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43.77.531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,680
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48 73,508
1895 ...	19555	1894-95 ...	73,51 65,042	9,58,12,084	83 09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,46,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904..	92,59,22,723	38,52,67,072	1,31,11,83,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	29957	1906-1907.	1,17,24,15,294	44,57,98,114	1,61,82,13,408
1908 ...	30576	1907-1908...	1,36,53 80 464	42,28,44 977	1,78,82,25,441
1909 ..	31490	1908-1909...	1,28,77,81,788	22,74,41,677	1,51,52 23,465
1910 ...	†	1909-1910..	1,22,64,97,224	37,52,34,734	1,60,17,31,958

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4068	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ..	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,86,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,862	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25378	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25981	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	29957	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	30576	1907-1908..	1,77,37,29 392	5,44,85,001	1 82,82,14,393
1909 ...	31490	1908-1909..	1,53,14,31,953	6,32,02,465	1,59,46,34,418
1910 ...	†.....	1909-1910..	1,87,83,04,410	6,39,90,403	1,94,22,94,813

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1904-1905 *to* 1909-1910.

—	1904-05.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal, Eastern Bengal and Assam ...	38,61,59,986	41,87,23,429	42,38,46,365	53,15,30,568	44,84,03,383	47,20,02,182
Bombay	33,00,37,312	36,52,63,734	38,06,18,214	44,81,60,812	40,43,14,617	39,54,29,958
Sindh	7,70,34,793	8,69,55,329	9,41,77,137	10,52,17,250	11,31,75,340	9,96,99,945
Madras	8,45,56,016	7,77,49,323	9,06,59,960	10,25,48,745	11,54,57,655	9,46,46,701
British Burmah	8,90,76,809	8,17,55,358	9,37,67,468	11,14,93,567	13,13,06,270	10,88,10,060
Total ...	96,68,64,916	1,03,04,47,143	1,08,30,69,144	1,29,89,50,942	1,31,26,57,265	1,17,05,88,846
Ditto Government Stores	7,72,74,938	9,03,62,679	8,93,46,150	6,64,29,522	7,51,24,523	5,59,08,378
Total Merchandise ...	1,04,41,39,854	1,12,07,09,822	1,17,24,15,294	1,36,53,80,464	1,38,77,81,788	1,22,64,97,224
Treasure, Private.						
Bengal, Eastern Bengal and Assam ...	10,44,48,477	6,05,52,741	8,55,37,483	7,47,84,261	3,58,41,093	5,46,65,370
Bombay	21,56,23,877	14,03,62,202	17,08,24,032	23,38,87,501	17,71,05,974	29,68,84,117
Sindh	43,41,149	36,42,037	57,44,464	87,83,456	58,71,089	82,69,519
Madras	35,64,892	38,09,693	80,85,382	88,31,138	68,95,809	1,29,93,754
British Burmah	23,01,903	8,50,522	18,18,497	19,17,936	6,04,577	14,48,975
Total ...	33,02,75,298	20,93,17,195	27,20,09,858	33,82,04,292	22,63,18,531	37,42,60,735
Ditto Government	6,48,06,452	10,72,97,243	17,37,88,256	9,46,40,685	11,23,146	9,73,999
Total Treasure ...	39,50,81,750	31,65,14,438	44,57,98,114	42,28,44,977	22,74,41,677	37,52,34,734
Grand Total of Imports ...	1,43,92,21,604	1,43,72,24,260	1,61,82,13,408	1,78,82,25,441	1,51,52,23,465	1,60,17,31,958
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal and Assam ...	25,96,347	20,01,707	22,86,283	21,48,320	24,92,609	16,75,729
Bombay	2,57,84,864	2,76,60,311	2,57,09,016	2,90,42,132	2,30,36,111	2,63,38,158

Sindh	38,02,823	38,20,979	47,54,747	47,73,138	46,24,528	38,75,221
Madras	11,94,360	13,94,980	15,43,751	10,45,463	10,29,610	14,42,681
British Burmah	3,47,702	3,91,396	6,16,541	6,64,300	5,24,441	5,54,564
Total ...	3,37,26,095	3,52,69,273	3,49,10,338	3,76,73,353	3,17,07,299	3,38,86,353
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	64,08,51,282	70,43,50,564	82,57,99,549	73,64,24,409	70,88,23,371	74,51,35,615
Bombay	41,54,45,707	45,73,65,564	42,76,41,472	45,89,80,122	39,80,03,709	52,91,94,833
Sindh	17,59,63,613	11,09,32,453	15,31,76,102	17,60,85,027	8,14,22,068	21,54,14,577
Madras	14,66,34,127	15,45,56,659	17,26,16,896	18,61,76,091	18,15,62,482	19,37,07,423
British Burmah	16,24,01,927	15,49,44,490	15,14,70,808	17,71,16,569	12,87,61,013	16,01,37,182
Total ...	1,54,12,86,656	1,58,21,49,730	1,73,07,04,827	1,73,47,82,218	1,49,85,72,643	1,84,35,36,630
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	64,34,47,629	70,63,52,271	82,80,85,632	73,85,72,729	71,13,15,980	74,68,11,344
Bombay	44,12,30,571	48,50,25,775	45,33,50,488	48,80,22,354	42,10,39,820	55,55,79,991
Sindh	17,97,66,435	11,47,53,432	15,79,80,849	18,08,58,165	8,60,46,596	21,92,89,798
Madras	14,78,18,487	15,59,51,639	17,41,60,647	18,72,21,554	18,25,92,092	19,51,50,104
British Burmah	16,27,42,629	15,53,35,886	15,20,87,349	17,77,80,869	12,92,85,454	16,06,91,746
Total ...	1,57,50,12,751	1,61,74,19,003	1,76,56,15,165	1,77,24,55,571	1,53,02,79,942	1,87,74,72,983
Ditto Government Stores	20,76,616	11,34,957	10,79,105	12,73,831	11,52,011	8,31,427
Total Merchandise ...	1,57,70,89,367	1,61,85,53,960	1,76,66,94,270	1,77,37,29,392	1,53,14,31,953	1,87,83,04,410
Treasure, Private.						
Bengal, Eastern Bengal and Assam	17,70,682	30,32,162	64,63,683	42,30,542	49,58,417	16,90,108
Bombay	7,38,49,580	5,83,96,010	4,80,90,470	4,40,34,073	4,92,81,881	5,14,06,291
Sindh	10,92,734	9,81,022	8,10,406	15,50,773	7,51,394	31,46,165
Madras	30,00,360	16,60,625	14,29,687	45,39,618	41,34,544	75,57,939
British Burmah	52,300	4,27,750	3,35,830	1,07,275	4,40,500	1,32,900
Total ...	7,97,65,656	6,44,97,569	5,71,30,076	5,44,62,381	5,95,66,736	6,39,33,308
Ditto Government	8,45,22,511	9,02,02,485	52,450	22,720	36,35,729	57,100
Total Treasure ...	16,42,88,167	15,47,00,054	5,71,82,526	5,44,85,001	6,32,02,465	6,39,90,403
Grand Total of Exports ...	1,74,13,77,534	1,77,32,54,014	1,82,38,76,796	1,82,82,14,393	1,59,46,34,418	1,94,22,94,813

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1907-1908 *to* 1909-1910.

Articles.	Quantities.			Value.		
	1907-1908.	1908-1909.	1909-1910.	1907-1908.	1908-1909.	1909-1910.
				Rs.	Rs.	Rs.
Animals—Living	4,216	2,693	3,076	17,88,187	11,24,370	13,34,566
Apparel, &c. (excluding Boots and Shoes) ... ... value	.....	.....	.....	88,42,692	71,56,595	81,58,202
Arms, Ammunition, &c. (excluding Dynamite and other Explosives) ... ... ,,	.....	.....	.....	5,81,676	5,06,495	5,33,718
Articles imported by Post ... ... ,,	.....	.....	.....	69,65,185	69,58,927	68,53,548
Building and Engineering Materials ... ... ,,	.....	.....	.....	17,68,362	19,23,357	17,01,827
Cabinetware and Furniture ... ... ,,	.....	.....	.....	8,41,248	6,65,219	6,85,850
Candles ... ... lbs.	645,728	549,667	582,576	2,24,788	1,82,632	1,75,235
Clocks and Watches ... ... No.	225,416	195,552	222,051	8,81,016	8,04,401	8,25,777
Coal, Coke, and Patent Fuel ... ... tons.	236,593	365,464	343,626	45,47,281	65,36,386	57,08,670
Cotton—Raw ... ... cwts.	155,327	120,584	90,847	70,13,412	51,70,177	32,87,675
Do. Twist and Yarn ... ... lbs.	11,053,756	12,989,983	16,107,239	1,18,41,413	1,09,48,193	1,35,32,397
Do. Piece-Goods ... ... yards.	640,091,513	425,661,851	519,771,151	10,91,39,223	7,39,10,538	8,81,11,869
Do. Shawls and Handkerchiefs ... ... No.	8,829,272	11,422,067	8,449,219	17,57,123	17,89,041	8,66,006
Do. Hosiery, Thread, Net, Canvas, &c. ... ... value.	.....	.....	.....	70,97,074	57,85,668	59,54,537
Chemical Products and Preparations ... ... ,,	.....	.....	.....	23,06,042	23,83,075	24,32,755
Dynamite and other Explosives ... ... cwts.	3,118	1,550	1,375	1,25,407	1,04,158	90,228
Drugs, Medicines & Narcotics (excluding Tobacco). value.	.....	.....	.....	39,96,279	29,11,748	38,18,170
Dyeing and Colouring Materials—Aniline and Alizarine Dyes ... ... lbs.	9,545,147	8,624,600	10,677,578	60,89,386	57,77,681	65,77,076
,, ,, Other Sorts ... ... cwts.	8,952	12,733	16,985	12,68,736	13,25,580	14,88,738
Earthenware and Porcelain ... ... value.	.....	.....	.....	12,99,205	12,53,817	13,66,030
Fireworks ... ... ,,	.....	.....	.....	5,04,996	2,92,624	3,32,517
Glass and Glassware ... ... ,,	.....	.....	.....	76,41,960	52,13,689	60,59,530
Gums and Resins (excluding Catch and Gambier). cwts.	76,869	77,410	94,321	11,27,008	10,91,269	13,49,455
Hardware and Cutlery ... ... value.	.....	.....	.....	1,18,27,617	96,77,871	90,39,272
Hides and Skins ... ... cwts.	16,406	14,059	16,486	10,38,146	10,45,835	11,90,699
Instruments and Apparatus ... ... value.	.....	.....	.....	45,42,575	38,22,634	32,10,781
Ivory, Unmanufactured ... ... lbs.	241,716	235,725	366,648	15,33,401	15,10,149	28,05,964
Do. Manufactured ... ... value.	.....	.....	.....	3,09,109	1,79,572	2,88,669
Jewellery, Precious Stones, Pearls, &c. ... ... ,,	.....	.....	.....	77,23,653	57,67,822	88,88,858
Leather, Unwrought, Saddlery, &c. ... ... ,,	.....	.....	.....	22,43,141	19,75,642	18,82,103
Do. (Boots and Shoes) .. .. pairs.	898,560	544,462	588,549	14,38,477	11,54,747	11,89,202
Liquors—Ale, Beer, and Porter ... ...gallons.	1,643,804	1,107,885	1,214,710	16,24,685	11,69,787	13,06,697

Liquors—Spirits	...	...	...	..	...	,,	441,898	445,087	437,597	32,70,230	31,79,752	31,76,010
Do. Wines	...	...	...	...	...	,,	111,405	103,878	109,375	9,81,171	8,84,384	8,95,521
Do. Other sorts	...	...	...	..	...	,,	2,616	1,824	2,087	5,590	5,224	5,657
Machinery and Millwork		...	...	...	..	value.	... ..	.....	.....	2,94,19,479	2,54,69,043	1,97,72,854
Matches, Lucifer and other		...	...	...	...	,,	.....	.....	.....	20,65,492	21,29,362	22,01,966
Metals—Brass	...	...	...	...	...	...	cwts.	7,117	8,928	5,648	4,98,934	4,65,275	3,14,502
Do. Copper	...	...	..	...	...	,,		71,436	119,759	126,917	53,27,565	78,71,033	74,51,123
Do. Mixed or Yellow Metal		...	...	...	...	,,		93,371	164,614	152,469	54,01,613	83,80,303	75,49,524
Do. Iron	...	...	...	...	...	,,		1,044,088	1,077,021	1,129,080	92,14,118	96,22,951	99,92,213
Do. Lead	...	...	...	...	...	,,		16,470	26,059	27,228	2,95,843	3,55,754	3,36,040
Do. Quicksilver	...	..	...	..	...	lbs.		87,008	120,889	98,713	1,32,811	1,88,788	1,66,501
Do. Steel	...	...	..	...	...	...	cwts.	2,045,703	2,166,689	1,844,855	1,33,48,825	1,29,25,284	1,09,41,423
Do. Tin	...	...	...	...	...	...	,,	11,488	11,139	11,796	15,56,391	12,98,448	13,19,125
Do. Zinc or Spelter		...	...	...	...	...	,,	20,799	26,542	29,716	4,58,867	5,18,204	5,76,739
Do. Other sorts	...	...	...	...	...	...	,,	18,726	12,072	21,919	16,66,243	10,67,853	14,55,890
Oil Mineral—Kerosine	...	...	...	...	...	...gallons.		18,135,502	23,077,139	19,718,457			
Do. do. other sorts				...	...	...	,,	3,239,483	3,844,527	2,798,468	84,21,883	1,07,38,570	91,38,992
Do. do. Paraffin wax		...	...	...	...	...	cwts.	928	1,898	4,226			
Do. all other Sorts	...	...	...	...	...	...gallons.		418,950	284,777	233,769	8,89,645	5,97,317	5,44,783
Paints and Colours (excluding Painters' Materials).							cwts.	98,347	113,437	104,045	16,28,598	15,29,665	15,05,928
Paper and Pasteboard		...	...	...	...	...	value.	.....	.....	.....	42,74,277	38,94,575	43,19,514
Perfumery, other than Musk			...	...	...	...	,,	.....	.....	.....	1,81,274	2,00,416	2,05,380
Provisions	...	...	...	...	...	...	,,	.....	.....	.....	1,03,37,522	1,00,36,968	1,03,24,469
Railway Plant and Rolling Stock			...	...	...	...	,,	.....	.....	.....	2,48,67,384	3,18,27,108	1,69,64,521
Silk—Raw	...	...	...	...	...	...	lbs.	1,747,940	1,684,976	1,980,548	80,28,581	72,98,788	79,83,162
Do. Piece-Goods (including silk mixed with other materials)		...	...	...	...	...	yards.	14,044,325	12,661,513	14,869,705	1,20,92,270	1,11,24,472	1,22,04,305
Spices	...	...	...	...	...	...	lbs.	20,854,669	16,726,878	19,891,298	46,02,297	38,39,155	35,98,382
Sugar, refined or crystallised (including Sugar Candy).							cwts.	3,288,012	2,930,278	3,207,517	2,93,02,109	2,88,30,054	3,18,80,020
Tea	...	...	...	...	...	...	lbs.	3,071,227	3,597,019	2,904,739	19,10,808	18,01,185	14,20,857
Tobacco, Cigars, &c.	...	..	...	...	...	...	,,	729,663	683,744	738,481	12,04,559	12,43,482	15,12,936
Umbrellas	...	...	...	...	...	...	No.	522,675	291,910	147,817	6,43,064	3,85,609	2,19,230
Wool—Raw	...	...	...	...	...	...	lbs.	1,885,506	1,715,443	1,982,114	6,45,590	5,51,662	7,09,220
WOOD—													
Teak Timber	...	...	...	...	...	...	c. tons.	42,848	40,121	52,107	38,82,482	37,24,389	28,92,237
Other do.	...	...	...	...	...	..	do.	12,020	13,282	13,448	8,00,017	8,09,189	8,41,767
Woollen Piece-Goods	...	...	...	...	...	...	yards.	2,865,690	8,527,875	9,017,376	97,29,520	82,90,886	79,48,932
All other Articles	...	...	...	...	...	...	value	.....	.....	.....	3,10,48,124	3,34,54,466	2,92,80,953
					Total Value	...		.....	.....	.....	44,80,51,024	40,40,97,653	39,52,46,281
Treasure—Gold (Private)		...	...	...	...	...	Ozs. ...	2,249,348	903,207	3,289,501	18,78,06,840	5,65,09,457	19,99,90,222
Do. Silver (Do.)	...	...	...	...	...	...	,, ...	48,170,998	71,828,314	58,486,038	9,60,80,661	12,05,96,517	9,68,93,895
					Total Treasure	...		50,420,346	72,731,521	61,775,539	28,38,87,501	17,71,05,974	29,68,84,117
					Grand Total	...Rs.		.....	.....	.....	68,19,38,525	58,12,03,627	69,21,30,398

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1907-1908 to 1909-1910.

ARTICLES.	Quantities.			Value.		
	1907-1908.	1908-1909.	1909-1910.	1907-1908.	1908-1909.	1909-1910.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,340	1,971	2,199	86,697	74,607	77,914
Coir, unmanufactured and manufactured (excluding Ropes) ... ... ,,	3,658	5,004	4,225	41,226	62,027	46,639
Cotton—Raw .. .. ,,	5,922,330	4,703,068	6,213,317	17,86,38,936	13,78,52,723	22,49,02,070
Do. Twist and Yarn ... ... lbs.	207,795,929	225,241,501	221,863,213	8,65,07,031	9,27,16,755	9,06,41,629
Do. Piece-goods ... ... yards.	51,734,174	55,567,422	68,678,762	} 88,18,351	90,52,138	1,12,42,018
Do. Shawls and Handkerchiefs ... ... No.	214,670	170,478	152,603			
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	.....	.....	.....	3,91,542	3,68,709	4,17,989
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	2,906	857	1,828	6,22,640	1,62,579	3,86,701
Myrabollams ... ... ,,	1,102,657	1,079,449	984,841	41,95,098	43,13,514	39,45,277
Other Sorts ... ... ,,	46,086	42,788	34,675	6,09,023	5,02,330	3,91,958
Grain and Pulse—						
Rice not in the Husk ... ... ,,	462,297	552,520	695,711	33,53,484	33,36,411	39,86,402
Wheat ... ... ,,	553,462	56,226	2,247,183	27,83,549	3,81,908	1,40,97,720
Wheat Flour ... ... lbs.	43,700,126	45,148,366	47,554,626	42,73,614	35,35,593	36,48,607
Other sorts ... ... cwts.	899,658	478,541	979,028	46,34,428	28,07,347	45,04,253
Gums and Resins ... ... ,,	39,632	82,497	35,742	6,99,116	5,33,836	5,83,064
Hides and Skins—						
Hides ... ... No.	211,498	293,796	354,310	17,68,313	27,60,096	32,84,137
Skins ... ... ,,	4,849,017	4,665,442	6,877,776	75,40,739	70,73,084	1,06,57,094
Manures—Animal Bones ... . Tons.	24,377	16,135	15,626	16,18,332	10,30,896	10,[illegible]328
Metal—Manganese Ore .. .. ,,	384,115	336,895	382,598	68,52,414	61,84,373	63,83,475
Oils ... ...gallons.	177,679	178,060	233,010	} 7,87,224	7,38,480	7,94,653
Do. Paraffin Wax ... ... cwts.	6	.....	180			
Opium ... ... chests.	16,320	21,986	12,726	2,28,88,877	3,05,14,513	2,45,60,726
Provisions ... ... value.	.....	.....	.....	19,93,921	20,19,089	27,32,410
Seeds—						
Linseed... ... ... cwts.	2,250,188	1,030,350	1,790,171	1,80,59,844	84,45,596	1,56,00,024
Rape ... ... ,,	1,994,165	860,105	1,360,622	1,72,79,064	81,09,288	1,02,09,526
Gingelly ... ... ,,	1,264,759	1,410,173	2,320,044	1,39,96,020	1,38,15,906	2,07,06,935

Poppy	,,	890,782	601,805	621,002	90,34,052	63,55,098	58,77,866
Castor	,,	1,333,644	1,385,484	1,597,377	1,00,76,425	83,51,221	1,06,26,952
Groundnuts	,,	93,553	117,930	478,697	7,35,209	9,46,902	36,55,319
Cotton	,,	3,635,120	3,141,353	4,830,601	1,14,86,997	1,13,34,688	1,74,37,964
Other sorts	,,	909,026	535,611	975,021	60,92,541	44,96,226	68,23,941
Spices	lbs.	6,162,651	4,805,208	5,722,325	16,33,593	12,65,807	15,47,124
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	13,910	14,320	15,660	1,88,171	1,97,768	2,14,591
Do. Unrefined (Molasses, Goor, &c.)	,,	7,683	7,175	8,869	79,204	73,842	90,925
Tea	lbs.	2,264,670	1,279,794	1,374,746	11,41,172	6,68,905	7,14,612
Tobacco, Cigars, &c.	,,	6,820,247	5,734,109	5,997,165	8,75,510	7,37,049	7,60,528
Wool—Raw	,,	15,499,996	16,887,292	21,147,399	95,45,503	98,88,185	1,21,25,129
Woollen Shawls	No.	583	704	1,118	7,463	6,975	13,792
All other Articles	value.	.....	.....	.....	1,96,08,591	1,72,08,365	1,14,41,472
Total Value Rs. ...		.....	.....	.....	45,89,38,919	39,79,16,829	52,91,57,654
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,021,296	600,894	1,031,357	8,43,692	5,00,111	8,55,983
Do. Piece-goods	yards.	56,618,940	42,594,275	46,862,694	1,23,29,127	92,15,889	99,03,983
Do. Shawls and Handkerchiefs	No.	984,522	921,626	557,317			
Do. Hosiery, Thread, Net. Canvas, &c.	value.	.....	.....	.....	3,42,467	2,86,465	3,15,777
Gums and Resins (excluding Cutch and Gambier).	cwts.	39,628	40,138	38,593	7,08,631	7,00,297	6,91,690
Ivory, unmanufactured	lbs.	74,785	78,293	94,976	4,10,979	4,14,522	5,48,161
Provisions	value.	.....	.....	.....	17,42,977	16,59,403	14,70,843
Silk—Raw	lbs.	82,626	72,838	70,592	1,74,173	1,12,984	1,78,908
Do. Piece-goods (including silk mixed with other materials)	yards.	702,105	560,630	593,340	5,19,488	3,97,267	4,39,862
Sugar—Refined	cwts.	72,767	80,828	113,566	6,66,964	7,91,214	11,38,609
Tea	lbs.	990,890	832,368	486,718	6,41,514	5,39,059	3,60,946
Wool—Raw	,,	209,552	74,928	811,132	94,390	36,690	3,41,643
Do. Piece-goods	yards.	264,428	161,598	205,049	2,71,758	1,90,967	2,34,689
All other Articles	value.	.....	.....	.....	1,02,95,972	81,91,707	98,57,564
Total Value Rs. ...		.....	.....	.....	2,90,42,182	2,30,36,075	2,63,38,158
Total Indian and Foreign Merchandise Rs. ...		.....	.....	.....	48,79,81,051	42,09,52,904	55,54,95,812
Treasure—Gold (Private)	Ozs. ...	593,889	607,424	586,923	3,35,36,983	3,45,47,272	3,33,37,626
Do. Silver do.	,, ...	4,644,841	8,319,645	9,652,742	1,04,97,090	1,47,34,609	1,80,68,965
Total Treasure ...		5,238,680	8,927,069	10,239,665	4,40,34,073	4,92,81,881	5,14,06,291
Grand Total Rs. ...		.....	.....	.....	53,20,15,124	47,02,34,785	60,69,02,103

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1908, 1909 and 1910.

Articles.	Quantities.			Value.		
	1908.	1909.	1910.	1908.	1909.	1910.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	11,214	10,295	16,060	37,00,215	28,51,770	61,61,865
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	2,09,83,125	1,98,92,670	2,50,70,235
Arms, Ammunition, &c. ... ... „	.....	.....	.....	42,51,750	30,13,250	30,76,650
Books and Printed Matters ... ... cwts.	37,461	28,662	31,032	39,09,255	37,58,055	39,78,620
Building and Engineering Materials ... value	.....	.....	.....	57,85,605	59,20,665	67,54,590
Coffee ... ... cwts.	8,584	7,784	4,967	2,83,005	2,60,460	1,73,565
Coal, Coke and Patent Fuel ... ... tons.	385,323	490,421	315,996	72,17,655	82,60,020	54,67,590
Cotton—Raw ... ... cwts.	196,978	119,942	27,830	88,08,870	43,39,845	8,77,185
„ Twist and Yarn ... ... lbs	44,142,393	40,201,230	29,331,288	4,15,58,745	3,14,69,445	2,81,68,425
„ Piece-Goods ... ...yards..	2,220,587,143	2,044,783,288	2,349,994,079	36,63,50,010	31,28,48,790	37,21,90,890
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	2,24,08,320	2,02,78,680	2,72,12,475
Corals, Real ... ... lbs.	80,266	67,959	56,262	1,86,660	1,51,920	91,755
Chemicals ... ... value.	.....	.....	.....	74,21,895	83,13,195	84,80,145
Clocks and Watches ... ... No.	487,884	515,326	586,955	19,33,275	17,46,315	19,67,160
Candles ... ... lbs.	2,587,796	2,524,242	2,811,726	8,53,065	7,59,690	8,50,830
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	... ..	.....	.....	1,55,16,690	1,80,81,165	1,54,10,190
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs.	12,621,998	12,706,139	15,376,225	85,86,690	81,55,245	1,02,83,940
„ other sorts ... ... cwts	45,640	58,586	62,829	18,56,445	22,92,030	28,51,075
Earthenware and Porcelain ... .. value.	.....	.....	.....	43,45,320	42,48,405	46,61,595
Flax manufactured and unmanufactured „	.....	.....	.....	26,34,375	21,38,010	24,62,025
Fruits and Vegetables ... ... „	.....	.....	.....	9,71,850	12,73,290	15,29,295
Gums and Resins ... ... cwts.	144,499	149,067	139,327	18,51,000	18,64,770	20,02,710
Glass and Glassware ... ... value.	.....	.....	.....	1,28,33,520	1,24,31,155	1,50,85,080
Hides and Skins dressed and undressed—						
Hides ... ... cwts.	7,571	4,500	11,681	4,12,725	3,19,785	6,85,410
Skins ... ... „	22,264	25,302	23,442	15,70,140	18,97,470	18,27,135
Ivory, unmanufactured ... ... lbs.	236,786	330,512	335,407	14,66,145	24,74,550	26,41,935

Instruments and Apparatus ... ... value.	.....	.....	.....	1,27,45,410	1,12,55,370	1,16,86,395
Jewellery, Precious Stones, Pearls, &c... „	.....	.....	.....	65,93,715	1,06,30,290	98,30,400
Liquors—Ale, Beer and Porter ...gallons	4,384,938	4,286,811	4,354,402	58,38,405	56,26,275	55,56,315
„ Spirits ... ... „	1,699,104	1,676,088	1,540,405	1,11,27,270	1,10,82,150	1,04,83,740
„ Wines, Liquors, &c. ... ... „	365,639	362,528	363,401	29,68,710	28,83,450	29,85,990
Leather, unmanufactured and manufactured (excluding Boots and Shoes) value.	.....	.....	.....	39,33,915	33,36,075	34,92,420
„ Boots and Shoes ... ... pairs.	1,767,125	1,542,519	1,664,245	39,85,140	37,33,200	43,78,935
Metals (excluding Hardware & Cutlery). tons.	678,835	607,315	685,545	13,68,45,820	12,03,47,550	14,09,85,165
„ Hardware and Cutlery ... ... value.	.....	.....	.....	9,08,60,730	2,79,30,795	3,18,75,665
Machinery and Millwork ... ... „	.....	.....	.....	6,77,17,350	5,65,22,160	4,59,98,205
Matches, Lucifer and other ... ... „	.....	.....	.....	73,68,030	81,17,955	82,87,230
Oil, mineral—Kerosine ... ...gallons	80,769,980	70,514,379	57,359,905	3,24,78,360	2,76,18,795	2,37,60,420
„ „ other kinds ... ... „	12,968,023	14,187,532	18,121,882			
„ „ „ „ ... ... cwts	2,264	11,564	8,248	61,11,855	61,77,120	86,67,075
„ all other kinds ... ...gallons	1,800,861	1,231,997	1,238,740	29,62,065	20,25,750	23,05,750
Provisions ... ... value.	.....	.....	.....	2,83,45,290	2,91,95,715	2,96,85,675
Paints and Colours ... ... cwts.	328,984	275,285	331,048	49,65,240	42,60,375	50,13,915
Painters' Materials ... ... value.	.....	.....	.....	13,93,620	12,62,040	14,60,190
Paper and Pasteboard ... ... „	.....	.....	.....	94,25,025	1,00,02,675	1,10,05,830
Perfumery ... ... „	.....	.....	.....	3,50,775	3,64,275	3,55,320
Railway Plant and Rolling Stock ... „	.....	.....	.....	8,00,80,095	6,02,82,540	3,67,55,790
Salt ... ... *tons.*	523,559	525,374	496,165	75,36,405	72,69,645	69,51,120
Silk, Raw ... ... lbs.	2,408,152	2,094,581	2,201,168	1,18,78,205	91,03,965	89,11,815
„ Piece-Goods (including goods mixed with other materials) ... ... yards.	27,338,767	23,809,481	31,307,075	2,10,88,890	1,72,42,085	2,27,11,320
Soap ... ... cwts.	227,730	249,367	272,803	42,01,935	45,15,915	51,64,725
Spices ... ... lbs.	129,117,452	134,052,313	156,940,421	1,43,64,915	1,22,67,825	1,49,68,200
Stationery (excluding Paper). ... ... value.	.....	.....	.....	45,01,320	46,00,065	51,82,950
Sugar and Sugarcandy, Refined ... cwts.	10,058,563	10,658,764	11,752,796	9,67,19,700	10,42,77,975	11,90,29,695
„ Unrefined, molasses and Confectionery „	1,865,688	1,970,261	2,315,831	94,98,275	1,00,11,525	92,59,260
Tea ... ... lbs.	4,693,727	3,614,701	4,404,602	23,20,080	17,27,775	19,79,100
Toys and Requisites for Games ... value.	.....	.....	.....	32,73,090	33,79,215	37,80,105
Umbrellas ... ... No.	1,962,199	1,092,492	1,217,486	20,41,110	11,20,410	12,09,090
Wood, Timber ... ... cubic tons.	96,123	89,905	108,360	76,77,300	67,13,190	80,34,780
„ other Sorts, including wooden-ware. value.	.....	.....	.....	7,93,485	9,44,775	8,69,085
Wool, Raw ... ... lbs.	3,072,283	2,501,067	2,892,768	11,89,700	9,22,890	13,95,630
„ Piece-Goods ... ... yards.	21,234,828	15,211,847	24,023,830	2,03,86,785	1,34,79,420	2,10,55,200
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	1,07,87,985	67,05,495	82,41,165
All other Articles ... ... „	.....	.....	.....	6,70,82,445	6,15,31,605	6,23,25,435
Total Value Rs. ...	.....	.....	.....	1,29,01,20,195	1,14,74,98,935	1,24,55,14,470

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1908, 1909 and 1910.

ARTICLES.	Quantities.			Value.		
	1908.	1909.	1910.	1908.	1909.	1910.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	335,436	210,942	300,623	1,54,55,475	98,59,650	1,40,37,310
Cotton—Raw ... ... „	6,049,993	7,608,368	10,086,756	17,93,43,255	23,60,88,315	39,57,04,965
„ Twist and Yarn ... ... lbs.	210,359,581	242,812,676	208,630,256	8,60,27,595	10,22,17,545	9,54,28,935
„ Piece Goods ... ... yards.	72,038,561	88,929,558	99,936,620	1,59,23,790	1,94,47,785	2,17,44,840
„ Shawls, Hosiery, &c. ... ... value.	.....	.....	.....	16,14,645	15,23,055	18,08,250
Coir, Unmanufactured .. .. cwts.	9,235	10,678	15,140	97,800	1,12,995	1,61,220
„ Manufactured (excluding Cordage) „	490,404	666,607	690,224	53,64,675	71,82,420	74,68,530
Dyeing and Colouring Materials—						
Indigo ... ... „	25,121	25,087	15,657	50,72,685	49,33,620	31,86,645
Myrabollams ... ... „	1,783,192	1,227,058	1,814,746	68,81,895	50,26,860	76,03,365
Cutch and Gambier ... ... „	84,030	40,330	63,626	12,52,485	6,35,520	12,03,555
Other Sorts ... ... „	109,304	124,057	108,151	10,81,365	11,35,395	10,98,855
Grain and Pulse—						
Rice in the Husk ... ... „	405,374	713,193	881,174	13,97,985	22,58,385	25,54,185
„ not in the Husk ... ... „	37,037,208	33,548,589	44,527,477	17,99,32,470	16,52,29,815	20,73,86,865
Wheat ... ... „	2,253,638	18,555,837	21,613,128	1,37,62,185	11,39,50,690	11,31,27,780
„ Flour ... ... „	618,213	640,239	785,008	52,19,985	55,17,165	62,93,070
Other Sorts excluding Rice Flour ... „	1,252,983	3,588,735	5,177,247	65,79,570	1,55,46,360	2,03,29,590
Hides and Skins—						
Hides ... ... „	870,021	974,396	993,695	5,78,84,880	6,32,43,120	6,48,91,725
Skins ... ... „	528,314	764,374	675,831	5,72,08,635	7,16,17,245	6,41,42,610
Jute—Raw ... ... „	17,183,500	15,397,352	13,090,735	19,20,81,510	16,02,35,070	14,95,32,855
„ Gunny Bags ... ... No.	305,029,802	353,447,442	375,624,106	8,02,05,645	8,50,59,765	8,73,29,175
„ Cloth ... ... yds.	768,556,803	893,774,489	971,151,155	8,08,45,935	8,10,55,170	8,45,63,655
„ Other Sorts... ... ... value.	.....	.....	.....	8,15,265	6,39,735	6,80,640
Lac—Shell, Button, Stick, &c. ... ... cwts.	355,456	519,643	480,782	2,92,37,280	2,82,86,835	2,32,67,745
Opium ... ...chests.	62,408	57,240	48,302	8,68,38,030	7,97,47,575	12,16,18,860
Oils ... ... { gallons	9,870,215	6,769,153	7,615,174	91,09,050	1,06,35,240	1,45,31,145
{ cwts.	83,572	144,597	230,718			
Provisions (excluding Wheat Flour) ... value.	.....	.....	... ..	75,62,115	81,87,435	98,73,360

Spices	lbs.	24,060,017	39,206,003	31,837,384	49,33,305	63,86,505	73,12,800
Saltpetre	cwts.	886,199	404,946	307,962	43,91,370	44,52,570	34,59,225
Seeds—							
Linseed	cwts.	3,273,960	4,699,628	7,149,784	2,61,31,965	3,86,86,065	7,94,33,670
Rape	,,	2,564,808	5,389,315	7,722,440	2,32,40,220	3,88,91,850	5,42,79,255
Gingelly	,,	1,178,075	2,062,045	3,693,826	1,27,76,595	1,88,62,395	3,43,67,430
Poppy	,,	748,238	849,151	814,871	79,38,705	80,42,175	83,98,350
Castor	,,	1,588,211	1,809,737	1,864,332	1,04,98,395	1,16,92,620	1,39,99,500
Groundnuts	,,	1,303,090	2,392,075	3,302,250	89,84,430	1,82,72,340	2,58,47,055
Cotton	,,	2,881,469	4,322,252	7,661,107	1,00,56,705	1,50,04,275	2,87,2[illegible]060
Other Sorts	,,	792,146	1,075,214	1,072,063	60,81,360	80,05,995	95,06,850
Silk, Raw	lbs.	1,701,194	1,877,888	2,034,589	50,40,645	54,48,000	50,60,880
,, Piece-Goods (including Silk mixed with other Materials)	yds.	598,146	766,590	837,534	7,31,275	8,14,710	8,09,640
,, Other Sorts	lbs.	3,509	630	876			
Sugar Refined or Crystallised	cwts.	19,445	21,172	24,646	2,39,280	2,60,805	3,35,850
,, Unrefined (Molasses, Goor, &c.) ...	,,	181,983	104,947	210,054	10,45,755	6,24,360	14,34,795
Tea (including Tea Waste)...	lbs.	231,403,196	244,876,211	259,584,133	10,34,05,290	11,26,16,835	12,49,87,980
Tobacco, Cigars, &c.	,,	12,039,151	11,550,354	18,078,409	25,06,430	24,36,360	30,48,810
Wood, Teak	cubic tons.	27,044	30,238	50,694	40,58,280	45,30,540	83,06,115
,, Other sorts (including woodenware)	value	.....	.....	.....	19,99,740	16,09,755	19,11,165
Wool, Raw	lbs.	32,093,662	62,875,355	54,190,094	1,54,63,245	2,99,56,095	2,64,12,360
,, Manufactures of	value.	.....	.....	.....	25,50,555	23,42,175	27,32,265
All other Articles	,,	....	.....	.....	7,75,57,845	8,01,78,000	9,64,37,100
Total Value Rs. ...		.....	.....	.....	1,45,62,17,595	1,68,74,87,220	2,05,62,75,885
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	572,320	965,142	1,106,752	5,08,860	7,86,330	9,42,015
,, Piece-Goods	yds.	51,174,019	48,639,763	66,482,359	1,06,07,550	1,00,63,275	1,40,16,375
,, Shawls, Thread, &c.	value.	.....	.....	.....	5,22,495	5,65,200	6,10,185
Ivory, Unmanufactured	lbs.	76,687	89,739	83,734	3,67,600	5,37,195	4,83,015
Metals...	cwts.	245,895	347,090	493,877	14,86,800	13,19,940	21,08,205
Silk, Raw	lbs.	80,829	79,297	60,849	1,32,360	1,86,885	95,340
,, Piece-Goods	yds.	528,963	590,482	684,886	3,94,350	4,51,755	5,47,125
,, Other Sorts	lbs.	2,954	2,700	2,107			
Spices	lbs.	1,234,708	1,091,282	1,028,585	4,18,770	3,13,815	2,66,370
Sugar, Refined or Crystallised	cwts.	115,113	132,593	333,077	11,08,635	13,14,075	33,54,285
Tea	lbs.	1,032,547	498,196	631,832	6,64,740	3,58,470	4,47,420
Wool, Raw	,,	4,916,796	5,700,902	4,459,552	27,34,485	31,67,355	24,04,155
All other Articles	value.	.....	.....	.....	1,28,48,655	1,37,64,210	1,56,64,080
Total Value Rs. ...		.....	.....	.....	3,17,95,260	3,28,28,505	4,09,38,570
Grand Total Rs. ...		.....	.....	.....	1,48,80,12,795	1,72,03,15,725	2,09,72,14,455

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1908, 1909 and 1910.

ARTICLES.		Quantities.			Value.		
		1908.	1909.	1910.	1908.	1909.	1910.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	77,87,799	77,47,817	1,08,76,901
Arms, Ammunition, &c.	„	.....	.....	.....	6,85,820	6,33,923	7,13,064
Building and Engineering Materials ...	„	.....	.....	.....	17,67,044	19,30,963	19,38,975
Cabinetware and Furniture	„	.....	.....	.....	7,11,186	6,98,873	7,94,187
Candles	lbs.	585,174	523,554	600,894	2,00,082	1,61,893	1,83,974
Clocks and Watches	No.	199,446	211,366	220,955	8,12,009	7,86,022	8,10,328
Coal, Coke and Patent Fuel	tons.	324,452	381,884	257,717	59,78,787	63,55,015	43,24,305
Cotton—Twist and Yarn	lbs.	11,665,562	17,552,904	8,570,971	1,11,31,780	1,37,96,990	87,86,775
„ Piece-Goods	yards	497,654,498	461,740,051	614,475,210	8,72,65,324	7,39,18,055	10,37,27,511
„ Shawls and Handkerchiefs ...	No.	12,824,105	6,307,645	12,993,834	22,86,579	6,61,003	13,13,912
„ Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	61,80,237	55,04,589	78,22,124
Chemical Products and Preparations ...	„	.....	.....	.....	23,30,121	26,05,909	25,73,322
Drugs and Medicines (excluding Tobacco)	„	.....	.....	.....	28,47,754	37,88,334	42,21,191
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	9,096,783	9,550,546	11,958,209	61,05,418	60,07,382	79,00,210
Other sorts...	cwts.	11,355	15,423	17,844	12,10,792	14,72,424	18,55,278
Earthenware and Porcelain	value.	.....	.....	.....	12,64,783	13,99,291	15,18,097
Fireworks	„	.....	.....	.....	2,95,047	3,06,370	6,37,546
Glass and Glassware	„	.....	.....	.....	56,07,005	57,51,358	71,41,531
Gums and Resins	cwts.	84,730	92,480	84,821	11,96,218	12,85,679	13,24,760

Hides and Skins—						
Hides ... ... No.	40,065	10,685	46,223	1,75,256	84,083	2,49,678
Skins ... ... „	838,120	1,084,827	860,696	7,80,699	11,42,868	10,43,937
Instruments and Apparatus ... ... value.	.....	.....	.....	39,14,616	34,03,144	38,04,074
Ivory, unmanufactured ... ... lbs.	235,740	330,473	335,075	14,56,469	24,74,255	26,39,881
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	55,99,533	90,99,581	82,12,071
Leather (including Saddlery, &c.) ... „	.....	.....	.....	22,04,042	19,03,020	18,34,970
„ Boots and Shoes ... ... pairs.	636,270	565,873	614,259	12,79,880	11,22,147	14,24,748
Liquors—Ale, Beer and Porter ... ...gallons	1,203,453	1,184,910	1,345,293	12,63,763	12,49,086	14,42,102
„ Spirits, Wines, &c. ... ... „	536,743	562,285	516,450	39,84,962	41,64,935	40,84,731
Machinery and Millwork ... ... value.	.....	.....	.....	2,69,23,709	2,16,05,285	1,70,69,163
Matches, Lucifer and other ... ... „	.....	.....	.....	20,58,336	23,36,768	24,33,771
Metals (excluding Hardware & Cutlery). tons.	180,759	164,527	205,962	4,44,05,411	3,85,16,149	5,09,10,181
„ Hardware and Cutlery ... ... value.	.....	.....	.....	1,04,36,074	92,79,447	1,12,64,566
Oil, Mineral—Kerosine ... ...gallons	22,354,565	21,742,467	20,513,002	89,30,496	82,67,412	79,87,241
„ „ other sorts ... ... „	2,510,412	32,99,610	42,73,225			
„ all other sorts ... ... „	322,401	264,366	237,162	21,82,899	21,28,733	28,26,824
„ mineral „ ... ... cwts.	1,694	3,122	2,225			
Paints and Colors (excluding Painters' Materials) ... ... „	113,741	102,766	123,346	16,49,993	14,89,580	17,30,509
Paper and Pasteboard ... ... value	.....	.....	.....	39,61,690	42,63,574	48,11,754
Perfumery ... ... „	.....	.....	.....	1,70,790	2,02,053	2,09,596
Provisions ... ... „	.....	.....	.....	1,05,98,277	1,06,28,354	1,10,17,374
Railway Plant and Rolling Stock ... „	.....	.....	.....	3,50,06,342	1,85,03,756	*1,68,58,786
Silk, Raw ... ... lbs.	1,933,865	1,705,534	1,926,641	85,14,551	70,66,262	75,05,161
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	13,719,331	13,148,825	19,165,957	1,23,65,445	1,08,82,089	1,55,61,575
„ Goods, other sorts ... ... value.	.....	.....	.....	36,37,627	30,10,179	43,54,652
Spices ... ... lbs.	17,639,687	17,705,342	21,285,783	40,35,823	32,51,583	37,01,444
Sugar, refined & unrefined, & Confectionery cwts.	3,119,056	3,296,188	3,397,428	3,00,72,065	3,24,14,595	3,48,54,563
Tea ... ... lbs.	3,867,351	2,764,839	3,601,595	19,61,588	13,52,408	16,48,405
Tobacco, Cigars, &c. ... ... „	702,515	746,212	447,958	12,56,487	14,52,242	12,00,761
Umbrellas ... ... No.	381,043	135,751	153,610	4,90,964	1,99,453	2,35,670
Woollen Piece-Goods ... ... yards.	9,394,646	8,234,831	13,105,873	92,80,688	71,84,884	1,17,43,763
„ Goods, other sorts... ... ... value.	.....	.....	.....	20,23,546	18,57,893	25,22,245
All other Articles ... ... „	.....	.....	.....	5,11,42,748	4,10,93,319	4,33,53,862
Total Value Rs. ...	.....	.....	.....	43,73,79,554	38,64,40,985	44,70,02,049

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1908, 1909 and 1910.

ARTICLES.	Quantities.			Value.		
	1908.	1909.	1910.	1908.	1909.	1910.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,181	1,916	5,157	86,056	66,824	1,77,261
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	3,665	4,794	5,263	48,249	53,802	56,131
Cotton—Raw ... ... ,,	4,119,113	5,099,080	7,489,359	12,38,07,645	15,85,68,942	30,09,42,224
,, Twist and Yarn ... ... lbs.	202,397,752	226,648,472	197,334,087	8,27,98,353	9,56,45,540	9,03,14,129
,, Piece-Goods ... ... yards.	50,354,603	63,939,485	74,708,849	81,92,758	1,03,97,575	1,21,32,656
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,31,466	4,14,005	5,95,825
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	1,397,462	857,795	1,197,159	54,44,912	34,70,114	49,94,965
Other sorts ... ... ,,	43,465	40,877	35,524	7,41,640	7,27,782	7,69,315
Grain and Pulse—						
Rice, not in the husk ... ... ,,	503,799	736,637	504,514	36,25,718	43,80,336	29,43,086
Wheat ... ... ,,	41,654	2,244,065	1,678,491	3,06,810	1,40,61,344	89,50,598
Wheat flour ... ... lbs.	46,869,757	45,769,173	54,532,898	36,25,690	35,65,354	39,90,366
Other sorts ... ... cwts.	354,817	816,591	874,837	21,68,375	41,31,679	38,35,043
Hides and Skins—						
Hides ... ... No.	244,696	355,465	374,533	23,10,088	32,88,821	36,24,464
Skins ... ... ,,	4,120,497	7,459,932	4,743,468	59,70,612	1,14,76,692	74,84,652
Metals—Manganese Ore ... ... tons.	323,262	359,530	451,687	59,17,968	62,56,956	73,12,950
Oils ... ...gallons	167,964	197,277	240,486	7,18,184	7,62,103	9,72,558
,, ... cwts.	.....	.....	482			
Opium ... ...chests.	15,335	13,440	11,682	2,11,47,717	1,92,10,817	2,59,79,780
Seeds—						
Linseed ... ... cwts.	1,052,747	1,859,459	2,582,501	87,00,418	1,56,57,083	2,96,18,296

Cotton ... ... „	2,439,108	3,727,182	6,968,306	86,72,621	1,30,08,158	2,63,23,973
Rape ... ... „	804,883	1,221,623	2,164,231	77,83,477	92,03,754	1,58,41,786
Gingelly ... ... „	1,063,904	1,551,572	2,978,316	1,14,16,468	1,42,72,731	2,76,92,543
Poppy ... ... „	574,751	602,891	563,604	61,19,773	56,92,219	57,97,678
Groundnuts ... ... „	46,431	193,902	702,619	4,06,448	14,73,410	56,03,257
Other sorts ... ... „	1,918,117	2,420,169	22,48,018	1,28,59,052	1,62,46,330	1,77,35,316
Spices ... ... lbs.	5,181,771	5,298,856	5,445,784	13,56,052	14,65,042	15,45,637
Sugar, refined and unrefined ... ... cwts.	22,548	21,873	27,414	2,81,104	2,73,908	3,62,339
Tea ... ... lbs.	1,372,697	1,346,250	1,440,678	7,09,016	7,04,257	7,55,030
Tobacco, Cigars, &c. ... ... „	5,445,202	5,355,306	8,865,100	7,00,419	6,96,428	10,98,116
Wool, Raw ... ... „	14,063,360	22,017,303	21,095,412	78,67,439	1,24,48,031	1,34,93,828
Woollen Shawls ... ... No.	719	573	1,618	5,155	6,770	17,895
All other articles ... ... value.	.....	.....	.....	2,09,82,322	1,92,17,005	2,20,82,163
Total value Rs. ...	.....	.....	.....	35,52,02,003	44,68,43,813	64,20,43,860
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	503,666	922,448	1,020,160	4,45,581	7,50,230	8,83,730
„ Piece-Goods ... ... yds.	44,603,733	43,271,665	59,641,894	94,49,202	90,29,898	1,25,65,573
„ Shawls and Handkerchiefs ... No.	724,692	768,507	408,649	2,15,644	2,17,360	76,799
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	2,85,382	3,16,432	4,86,154
Gums and Resins ... ... cwts.	37,063	37,715	46,300	6,46,123	6,63,297	8,78,640
Ivory, unmanufactured ... ... lbs.	76,687	92,511	83,734	3,67,501	5,30,088	4,83,019
Provisions ... ... value.	.....	.....	.....	16,72,796	16,28,735	14,16,197
Silk, Raw ... ... lbs.	79,599	77,152	51,508	1,26,917	1,84,021	84,975
„ Piece-Good (including Silk mixed with other materials) ... ... yards.	511,109	588,371	673,055	3,67,108	4,38,753	5,29,156
Sugar, refined ... ... cwts.	79,476	93,404	185,990	7,71,133	9,29,471	19,30,814
Tea ... ... lbs.	1,031,224	496,966	631,080	6,63,818	3,57,925	4,47,286
Wool, Raw ... ... „	39,760	836,948	1,026,080	19,860	3,55,663	5,25,463
Woollen Piece-Goods ... ... yards.	157,083	195,124	261,957	1,82,800	2,32,314	2,63,599
„ Shawls, &c. ... ... value.	.....	.....	.....	71,662	80,541	1,10,492
All other articles ... ... „	.....	.....	.....	83,91,072	91,99,487	1,12,86,748
Total value Rs. ...	.....	.....	.....	2,36,76,599	2,49,13,215	3,19,68,645
Grand Total Rs. ...	.....	.....	.....	37,88,78,602	47,17,57,027	67,40,12,505

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In.	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	582	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	128,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,897	3,310	5,213,506	631	39.634
1907-1908 ...	1,128	103,429	2,255	5,431,545	3,383	5,534,974	631	34,900
1908-1909 ..	1,124	94,353	2,236	5,477,186	3,360	5,571,539	312	24,403
1909-1910 ...	869	81,719	2,203	5,469,139	3,072	5,550,858	300	25,423

CLEAR

1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	298	14,820
1904-1905 ..	1,449	159,731	2,990	6,522,671	4,439	6,682,402	208	7,703
1905-1906 ..	1,372	152,705	2,626	5,864,844	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	857	14,446
1907-1908 ...	1,441	133,376	2,810	6,719,756	4.251	6,853,132	184	10,246
1908-1909 ...	1,134	102,365	2,447	5,920,231	3,581	6,022,596	159	8,866
1909-1910 ...	951	91,787	2,718	6,847,947	3,669	6,939,734	132	6,754

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1900-1901 *to* 1909-10.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
611	994,146	1,176	1,061,147	1,829	234,662	2,408	3,990,580	4,232	4,225,242
608	1,117,698	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,865,783	1,269	1,429,154	1,868	215,806	2,698	5,266,335	4,561	5,481,641
788	1,667,721	1,464	1,757,478	1,921	218,128	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,748,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,848	1,457	1,706,477	1,781	157,748	2,986	6,762,240	4,767	6,919,988
711	1,549,205	1,342	1,584,105	1,759	138,329	2,966	6,980,750	4,725	7,119,079
410	870,640	722	895,043	1,436	118,756	2,646	6,347,826	4,082	6,466,582
708	1,698,790	1,008	1,724,218	1,169	107,142	2,911	7,167,929	4,080	7,275,071

ED.

160	117,012	308	136,119	1,755	228,938	2,315	3,816,250	4,070	4,044,188
118	81,297	278	98,550	1,732	193,970	2,586	4,475,808	4,118	4,669,778
138	119,445	378	187,417	1,854	209,426	2,674	5,235,498	4,528	5,444,919
189	116,787	482	181,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,876	868	167,979	1,652	167,484	3,155	6,682,947	4,807	6,850,381
228	229,910	646	244,228	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,869	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,458
152	256,723	336	266,969	1,625	148,622	2,962	6,976,479	4,587	7,120,101
179	412,779	338	421,645	1,293	111,231	2,626	6,338,010	3,919	6,444,241
161	375,532	293	382,286	1,083	98,541	2,879	7,223,479	3,962	7,322,020

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134
1907-1908 ..	202	21,832	602	1,641,203	801	1,663,035	2	261
1908-1909 ...	215	24,238	628	1,713,946	843	1,738,184	1	114
1909-1910 ...	143	16,252	634	1,679,800	777	1,696,052	7	796

CLEAR

1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,288	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....
1907-1908 ...	138	14,527	511	1,412,343	649	1,426,870	1	185
1908-1909 ...	189	16,006	455	1,283,383	594	1,299,389	...	.....
1909-1910 ...	103	11,568	525	1,464,946	628	1,476,514	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1900-1901 *to* 1909-10.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,869	639	1,431,778	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,180	74	163,346	201	20,889	654	1,641,864	855	1,662,253
68	154,286	69	154,420	228	25,051	676	1,762,674	904	1,787,725
60	139,741	62	140,002	204	22,093	662	1,780,944	866	1,803,037
29	50,672	30	50,786	216	24,352	657	1,764,618	873	1,788,970
113	265,680	120	266,476	150	17,048	747	1,945,480	897	1,962,528

ED.

14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,982	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	198	21,085	584	1,440,106	777	1,461,141
34	68,963	34	68,693	165	17,641	557	1,441,413	722	1,459,054
39	93,446	40	93,581	139	14,662	550	1,505,789	689	1,520,451
49	113,149	49	113,149	139	16,006	504	1,396,582	643	1,412,588
46	122,199	46	122,199	108	11,568	571	1,587,145	674	1,598,713

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	57	147,224	...	...	13	1,323
February	54	136,973	...	...	15	1,988
March...	56	149,010		...	21	2,098
April	50	144,376	...	...	24	2,991
May	50	137,304	...	...	11	1,269
June	41	104,441	...	...	1	139
July	44	124,038	...	...	...	...
August	41	111,862	...	...	...	...
September	42	125,719	1	3,609	4	463
October	43	124,851	...	...	26	2,618
November	51	144,004	...	...	37	4,109
December	48	131,517	...	...	23	2,313
Total ...	577	1,581,319	1	3,609	175	19,310

CLEAR

January	52	146,479	...	...	16	1,711
February	44	124,603	...	...	17	2,217
March	71	188,676	...	...	13	1,210
April	64	185,015	...	...	21	2,390
May	55	148,419	...	...	8	1,212
June	48	128,477	...	...	...	...
July	48	115,716	1	1,845	...	...
August	38	111,292	...	...	...	...
September	29	79,431	...	...	1	192
October	45	129,327	...	...	10	1,080
November	35	98,193	...	...	9	1,027
December	52	135,751	...	...	22	2,473
Total ...	576	1,591,879	1	1,845	117	13,512

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1910.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
18	43,168	...	...	1	183	70	148,547	19	43,371
12	27,100	...	...	1	135	69	138,961	13	27,235
26	58,716	...	...	...	...	77	151,108	26	58,716
14	44,179	...	...	...	...	74	147,367	14	44,179
18	43,185	...	...	...	...	61	138,573	18	43,185
8	20,152	...	...	1	190	42	104,580	9	20,342
2	4,664	...	...	...	...	44	124,038	2	4,664
1	2,807	...	...	...	...	41	111,862	1	2,807
5	17,736	...	...	...	...	47	129,790	5	17,736
3	6,279	...	...	...	...	69	127,469	3	6,279
5	11,360	...	...	...	...	88	148,113	5	11,360
8	19,949	...	...	1	78	71	133,830	9	20,027
120	299,315	...	...	4	586	753	1,604,238	124	299,901

ED

2	3,039	...	...	...	...	68	148,190	2	3,039
3	8,321	...	...	...	...	61	126,820	3	8,321
5	14,996	...	...	...	...	84	189,886	5	14,996
1	2,075	...	...	...	...	85	187,405	1	2,075
5	12,664	...	...	...	...	63	149,631	5	12,664
1	3,436	...	...	...	...	48	128,477	1	3,436
3	9,471	...	...	...	...	44	117,561	3	9,471
7	24,604	...	...	...	...	38	111,292	7	24,604
5	20,166	...	...	...	...	30	79,625	5	20,166
1	2,874	...	...	...	...	55	130,407	1	2,874
5	12,944	...	...	...	...	44	99,220	5	12,944
2	7,311	...	...	...	...	74	138,224	2	7,311
40	121,901	...	...	...	...	694	1,606,736	40	121,901

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,548	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,748	349,146	105,863	455,809	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732
1908	441,899	.....	441,899	144,312	586,211	19,098	605,309
1909	510,746	.....	510,746	120,406	631,152	18,491	649,648
1910	424,893	.....	424,893	130,506	555,399	19,324	574,723

* Compiled from returns received from the Railway Companies

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1884.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1884.....	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,859,029	197,827	75,755,931
1885.....	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886.....	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887.....	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888.....	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889.....	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890.....	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,998,178
1891.....	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465 399	181,645,149
1892.....	67,305	99,754,263	23,088,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893.....	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,783	412,584	159,960,286
1894.....	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895.....	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896.....	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897.....	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,138	461,260	181,184,351
1898.....	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899.....	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900.....	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	846,503	336,571,588
1901.....	84,525	136,300,064	33,585,159	12,628	19,963,669	97,148	156,263,733	39,065,983	642,032	254,317,562
1902.....	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903.....	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920,007
1904.....	103,730	171,027,232	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905.....	113,474	189,298,879	49,406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,689	297,389,194
1906.....	107,675	186,018,348	48,719,629	24,545	42,635,922	1,32,220	228,654,270	57,163,567	703,006	278,821,792
1907.....	123,967	222,306,983	60,617,174	31,486	51,605,269	1,55,453	273,912,252	68,478,063	608,980	241,085,788
1908.....	120,300	215,698,687	60,862,003	30,997	50,792,342	1,51,297	266,491,029	66,622,757	598,621	284,484,640
1909.....	141,920	252,992,500	70,093,139	39,326	66,751,717	1,81,246	319,744,217	79,936,054	636,329	252,460,745
1910.....	186,972	250,489,940	68,312,314	45,333	75,673,845	1,82,305	326,163,785	81,540,946	566,999	228,758,970

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1910 by 4·00 lbs.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1909-1910.

From Official Returns.] [*Year ending 31st March* 1910.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted.)		Percentage of		Total Value in Lakhs of Rupees (000's omitted).	Percentage.
				Goods.	Yarn.	Millions of lbs. (0000's omitted.)	Percentage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	68·68	*17·17	211·86	16·77	85·98	229·03	65·67	† 111·42	906·42	17·33	85·87	‡1,018·29	59·86
Indian Ports	260·15	*65·04	25·48	63·52	10·34	90·52	25·95	(a)422·96	111·96	65·52	10·60	(b)534·92	31·44
Interior by Rail	* 80·72	20·18	9·06	19·71	3·68	29·24	8·38	§ 110·74	37·27	17·15	3·53	148·01	8·70
Total Indian ...	340·87	85·22	34·54	83·23	14·02	119·76	34·33	533·70	149·23	82·67	14·13	682·93	40·14
Grand Total ...	409·55	102·39	246·40	100·00	100·00	348·79	100·00	645·57	1,055·65	100·00	100·00	1,701·22	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.) Rs. 116·60 lakhs; or
‡ Inclusive of Yarns Rs. 1,023·02 lakhs.
§ Estimated, Government having discontinued the publication of the values of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c.) Rs. 430·25 lakhs; or
(*b*) Inclusive of Yarns Rs. 542·21 lakhs.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1908-1909.

From Official Returns.] [*Year ending 31st March* 1909.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
				Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	55·57	*13·89	225·24	15·89	84·77	239·13	67·72	†90·00	927·17	16·08	84·89	‡1,017·17	61·58
Indian Ports	215·60	*53·90	30·11	61·66	11·34	84·01	23·79	(a) 358·68	128·40	64·09	11·76	(b) 487·08	29·49
Interior by Rail	*78·53	19·63	10·33	22·45	3·89	29·96	8·49	110·98‡	36·64	19·83	3·35	147·62	8·93
Total Indian ...	294·13	73·53	40·44	84·11	15·23	113·97	32·28	469·66	165·04	83·92	15·11	634·70	38·42
Grand Total ...	349·70	87·42	265·68	100·00	100·00	353·10	100·00	559·66	1,092·21	100·00	100·00	1,651·87	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.), Rs. 94·21 lakhs; or
‡ Inclusive of Yarns 1,021·38 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c., &c.), Rs. 367·09 lakhs; or
(*b*) Inclusive of Yarns 495·50 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1903-1904.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1909-10.	1908-1909.	1907-1908.	1906-1907.	1905-06.	1904-05.	1903-04.
T. Cloths	Mozambique	3·80	2·94	2·10	1·68	1·26	1·81	1·20
	Zanzibar	4·87	3·95	3·51	4·24	3·42	4·45	4·19
	Aden	2·13	2·22	2·20	1·02	·57	·87	·71
	China—Hongkong	.....	·21	·04	·03	1·37	·31	·06
	Do. Treaty Ports*	3·01	3·26	·25	·43	5·38	3·51	·07
	Mekran and Somniani	.....	·11	·13	·13	·10	·03	·09
	Abyssinia (Italian East Africa)	·80	·74	·54	·64	·80	1·76	1·01
	Other Countries	11·29	8·93	6·71	5·78	4·62	4·01	2·04
	Total	25·40	22·36	15·48	13·95	17·52	16·75	9·37
Sheetings	Mozambique	·02	.....	.....	·05	·02	·03	.....
	Zanzibar	·04	·02	·08	·24	·46	·17	·14
	Aden	·02	.....	·03	·04	·02	·42	·32
	Arabia	.....	.....	.....	·01	.....	·02	·03
	China—Treaty Ports*	.....	.....	.....	.....	·69	·34	.....
	Other Countries	·10	·07	·02	0·9	·34	·13	.....
	Total	·18	·09	·13	·43	1·53	1·11	·49
Domestics	Aden	3·44	2·23	3·34	3·46	2·83	2·17	3·28
	Arabia	·01	.....	·02	·11	·08	·17	·15
	Other Countries	1·42	·60	·54	·72	·78	·49	·49
	Total	4·87	2·83	3·90	4·29	3·64	2·83	3·92

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....
	Aden	·02	...	·03	.....	.....	·01	·01
	Other Countries	·06	·13	·07	·05	1·19	·34	.....
	Total ...	·08	·18	·10	·05	1·19	·35	·01
Long Cloths	Abyssinia (Italian East Africa) ...	·38	·76	·45	·59	1·22	3·00	1·47
	Mozambique	1·64	·85	1·05	2·41	3·05	1·90	·76
	Zanzibar	·53	·21	1·02	1·50	2·61	1·78	1·45
	Aden	1·69	2·32	1·56	2·79	3·06	2·81	4·59
	China Treaty Ports*	.....	...	.....	.....	·12	.....	.....
	Arabia	·47	·23	·38	·43	·11	·36	·29
	Persia	·36	·26	·23	·27	·25	·23	·14
	Straits	.....	.....	.....	.....	·02	·15	·13
	Turkey-in-Asia	2·07	1·73	2·01	1·42	1·29	1·98	1·57
	Egypt	·93	1·05	·77	1·25	·97	·54	·59
	Other Countries	·30	·41	·26	·47	·36	·37	·09
	Total ...	8·37	7·82	7·73	11·13	13·06	13·12	15·08
Chudders	Aden	·45	·81	·55	1·28	1·09	·52	·52
	Zanzibar	4·25	2·72	3·46	3·58	2·71	3·04	2·66
	Other Countries	1·90	1·74	1·52	1·42	1·77	1·30	2·72
	Total ...	6·60	5·27	5·53	6·28	5·57	4·86	5·90
Dhooties	Aden	·07	·13	·11	·19	·33	·20	·14
	Other Countries	·38	·39	·25	·59	·77	·53	·35
	Total ...	·40	·52	·36	·78	1·10	·73	·49
Other Sorts	Total ...	4·16	3·85	4·89	3·76	6·96	6·45	5·10
	Grand Total ...	50·06	42·87	38·12	40·62	50·57	46·20	40·36

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay Manufacture exported to Foreign Ports since 1903-1904.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.	1904-05.	1903-04.
T. Cloths	25·40	22·36	15·48	13·95	17·52	16·75	9·37
Sheetings	·18	·09	·18	·43	1·58	1·11	·49
Domestics	4·87	2·83	3·90	4·29	3·64	2·83	3·92
Drills and Jeans ...	·08	·13	·10	·05	1·19	·35	·01
Long Cloths ...	8·87	7·82	7·78	11·18	13·06	13·12	15·08
Chudders	6·60	5·27	5·53	6·23	5·57	4·86	5·90
Dhooties	·40	·52	·86	·78	1·10	·73	·49
Other Sorts	4·16	3·85	4·89	3·76	6·96	6·45	5·10
Total Millions of Yards ...	50·66	42·87	38·12	40·62	50·57	46·20	40·36
Total Lakhs of Rupees ...	72·40	62·28	57·71	58·74	69·92	60·27	51·09

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1902-1903.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1909-1910.	1908-1909.	1907-08.	1906-07.	1905-06.	1904-05.	1903-1904.	1902-1903.
Mule No. 15s and under	104·58	120·17	111·10	118·55	139·13	118·35	114·16	94·47
„ „ 16s to 24s	104·23	102·58	92·98	112·37	135·98	111·44	119·87	132·10
„ „ 25s to 32s	1·32	·84	1·54	·92	·43	1·07	·59	·38
„ „ 33s to 50s	·68	·39	·44	·41	·30	·52	·29	·13
Total ...	210·76	223·93	206·06	232·25	275·84	231·38	234·91	227·08
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	...	.....
Colored Yarns ... Total ...	1·10	1·31	1·73	1·57	1·98	1·69	1·28	1·41
Total Yarns ...	211·86	225·24	207·79	233·82	277·82	233·07	236·19	228·44

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1902-1903.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1909-1910.	1908-1909.	1907-1908.	1906-1907.	1905-1906.	1904-1905.	1903-1904.	1902-1903.
Mule No. 15s and under	Aden	1·03	·95	·99	·94	·67	·69	·72	1·12
	U. K. & Continent	·88	2·86	16·16	·82	·07	·45	·22	·80
	Turkey in Europe	·27	1·05	1·57	·32	·06	·53	·35	·25
	China, Hongkong	39·18	39·78	30·59	40·07	66·71	43·62	51·49	40·74
	China, Treaty Ports*	57·64	68·78	56·45	71·75	68·93	69·81	58·05	49·01
	Other Countries	5·58	6·75	5·84	4·65	2·69	8·25	3·33	2·55
	Total	104·58	120·17	111·10	118·55	139·13	118·35	114·16	94·47
16s to 24s	Aden	·66	·18	·55	·56	·49	·38	·63	·60
	U. K. & Continent	·23	·59	9·85	·11	·01	·09	·09	·03
	Turkey in Europe	·03	·02	·19	.....	.....	·03	.....	.....
	China, Hongkong	38·31	47·14	33·07	38·96	61·38	43·83	54·65	56·47
	China, Treaty Ports*	52·17	41·79	36·38	65·36	66·33	58·49	57·13	67·87
	Straits	3·47	3·49	3·79	3·43	4·35	4·28	3·03	4·30
	Other Countries	9·36	6·02	9·15	3·95	3·42	4·34	4·34	2·88
	Total	104·23	102·55	92·98	112·37	135·98	111·44	119·87	132·10
Above No. 24s	Total	1·95	1·23	1·98	1·33	·73	1·59	·88	·46
	Total Mule	210·76	223·93	206·06	232·25	275·84	231·38	234·91	227·03
Water	„ Water	.....	.....	.....	.....	.....	.....	.....	.....
Colored	„ Colored	1·10	1·31	1·73	1·07	1·98	1·69	1·28	1·41
	Grand Total	211·86	225·24	207·79	233·32	277·82	233·07	236·19	228·44
	Value in Lakhs of Rs.	906·42	927·16	865·07	999·06	1,164·55	924·56	829·97	787·89

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years 1884 *to* 1910.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,078,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,328,496	69,004	2,159,194	2,296,192	942,854	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,775,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	55,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,898	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,060,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,831,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,788,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,428	63,666	3,485,956	728,041	1,420,503	4,205,815	621,298
1906	989,693	59,101	1,889,089	829,488	1,578,931	485,747	779,584
1907	1,126,376	54,890	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,046,806	802,923	1,018,619	12,746	1,304,388
1909	672,247	69,121	1,843,403	1,273,005	1,620,631	2,177,644	828,110
1910	1,153,238	68,059	2,548,238	2,138,328	2,864,165	1,673,016	1,158,387

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 22nd February 1911.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner:—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representatives of the Chamber in the Legislative Councils of the Governor-General of India and the Governor of Bombay not being Members of the Committee at the time of their election they shall also be ex-officio Members of the Committee during their term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay shall also be ex-officio Members of the Committee during their term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (appointed by the Committee), and the Secretary, who will jointly declare the result of the voting.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven

days before the date fixed for each election. The ballot-box shall be open from 10-30 a.m. till 4 p.m. on each of these seven days.

7. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

8. No Member of the Chamber shall give more than one vote for a candidate.

9. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

10. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

11. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

12. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

13. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special Genera Meeting so convened, twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representatives on the Council of the Governor General of India, the Council of the Governor of Bombay and the Board of the City of Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p. m. by a Scrutineer (previously appointed by them) and the Secretary who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association.

I.—Buyer and Seller to have the option of selecting either an European or a Native Surveyor, provided always that it is distinctly understood that the Surveyor so appointed by either party is not directly interested in the subject-matter of the arbitration. Any objections regarding the Surveyor being an interested party must be lodged before the arbitration is undertaken, and the Chamber's decision on this point will be final and binding on all concerned. Surveyors in question should be appointed at least three days before the date fixed for the Survey.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Jeithabhai Valjee.
„ Girdhardas Jeithabhai, J.P., of Messrs. Kalidas Dharamsey.
„ Hemraj Canji.
„ Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
„ Vallji Sunderji.
„ Rowjibhai Naranji.
„ Javerchand Cullianji, of Messrs. Chunilal Shakerchand.
„ Madhowji Thackersey.
„ Lakhmidas Bhimjee, J.P., of Messrs. Bhimjee Rowjee, Sons & Co.
„ Chaturbhuj Shivjee.
Rao Saheb Purshotam Odhavji, J.P.
Mr. Jamsetji Framji Kharas.
„ Jivram Vassonji.
„ Valji Govind, of Messrs. Morarji Cullianji & Co.
„ Munmohundas Ramji, J.P.
„ Runchordas Herjivan, of Messrs. Damodar Haridas.
„ Runchordas Thakersey.
„ Davidas Madhowji, of Messrs. Madhowji Thackersey.
„ Vusonji Naranji, of Messrs. Matubhai Vasonji.
„ Jamsetji Edulji Khersetji, of Messrs. Edulji Khersetji.
„ Laljee Tricumji.
„ Narandas Haribhai, of Messrs. Hemraj Jaisang.
„ Haridas Hemraj, of Messrs. Hemraj Canji.
„ Naranji Nersey, of Messrs. Gordhandas Naranji.
„ Dhunjishaw Mancherji Kapadia, of Messrs. D. Chotalal.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.

„ C. H. Armstrong, of Messrs. Lyon, Lord & Co., Ld.

„ M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.

„ Mr. W. T. Tootill, of Messrs. C. Macdonald & Co.

„ A. W. Jobling, of Messrs. Shaw, Wallace & Co.

„ D. M. Inglis and Mr. G. M. Wilson, of Messrs. James Finlay, & Co., Ld.

„ A. Foulkes, of Messrs. Owen & Okell.

„ L. McIlwrick, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. D. Hall and Mr. E. Hargreaves, of Messrs. Latham Abercrombie & Co.

„ N. G. Hunt and Mr. H. B. Hanna, of Messrs. Greaves, Cotton & Co.

„ Thos. Zouros and Mr. Alec Pallis, of Messrs. Ralli Brothers.

„ F. W. Shaw, Mr. Edwin Yeo, and Mr. G. E. S. Sheers, of Messrs. Fleming, Shaw & Co.

„ R. D. England, of Messrs. W. & A. Graham & Co.

„ F. H. Pearce and Mr. J. R. Webster, of Messrs. Ewart, Latham & Co.

„ R. Michaelis, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

„ Thos. Sharples, of Messrs. Steiners, Ld.

„ D. Van Wygaarden and Mr J. Van Rykom, of the Holland-Bombay Trading Company, Ld.

Mr. S. H. Taylor, of Messrs. Allen Bros. & Co.

„ E. Pate, of Messrs. Holland and Moss, Ld.

„ H. Johnson, of Messrs. D. Sassoon & Co., Ld.

„ J. Liebel, of Messrs. Bume and Reif.

„ Jules Gutmann, of Messrs. Gutmann & Co.

„ B. H. Duxbury and Mr. W. Evans, of Messrs. J. Duxbury & Co., Ld.

„ E. Schumacher of Messrs. Worman & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement:
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .... anna 1 per package

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches : As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth : Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22, and should such remeasurement in the opinion of the Secretary show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	$\frac{1}{8}$

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	½
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	¼
	If Treasure, Precious Stones, or Jewellery	½
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution :—

> " That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—" That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :— That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into India currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for Bills of Lading presented during the subsequent week on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chambers.

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

> That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jowari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussur in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts. Mustard seed, 14 cwts. ; Rice in bags, 16 cwts.; Saltpetre, 16 cwts., Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	... ..
Bees' Wax, in cases	40 feet	50 feet
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	10 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do.	14 cwt.	.....
*Do. C do. do	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in bag of 45½ × 25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...
Oil Cake Powder	16 cwt.	...

* *At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82⅔ lbs.	To the Ton. 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt
Sealing Wax, in cases	40 feet.	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in cheats	40 feet.	50 feet
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whangbees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zakdory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 6 0		1	Acids, viz.:—Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 3 0		2	Do. do. do. do. ...	Drum ..	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6		8	Do do do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 12 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
	1 wharfage for every 2 days or part thereof.	14	Do.	Coolie-load ...	0 2 0	0 2 0

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement 0 12 0		15	Apparel, not accompanying passengers ...	Case or package ...	Measurement.	
Measurement		16	Arrowroot, country	Ton ...	2 4 0	2 4 0
Do. 1 12 0		17	Do. foreign	Case or package ...	Measurement.	
0 12 0		18	Arsenic	Package ...	Do.	
0 2 0		19	Asphalte...	Ton ...	1 12 0	1 12 0
		20	Assafœtida, refined	Do. ...	4 0 0	4 0 0
		21	*Do.* do. in cases or packages with a minimum charge for a single case or package of one anna.	Cwt. ...	0 6 0	0 6 0
0 12 0	every 2 days or part thereof.	22	Do. coarse	Ton ...	2 0 0	2 0 0
		23	Attar—*see* Oils, perfumed.			
0 12 0		24	Ballast and Kentledge by cart	Do.	0 4 0	0 4 0
		25	*Do.* do. by *lighters* to or from Port Trust Bunders ...	.....	Free.	
0 2 0		25A	Bamboos, superior, for spear handles, &c. ...	Per bundle of 50 ...	0 4 0	0 4 0
0 4 0		25B	Do. do.	Per bundle of 100 ...	0 8 0	0 8 0
0 4 0		25C	Do. do.	Per 100 loose ...	0 8 0	0 8 0
0 4 0		26	Bangles, foreign	Case ...	0 7 0	0 7 0
0 3 0		27	Bardans	Bundle or package	0 4 0	0 4 0
0 1 0		28	Baskets, cane	Dozen ...	0 1 6	0 1 6
0 0 6		28A	Bayonets	Each ...	0 2 0	0 2 0
0 2 0		29	Beads in cases	Case ...	0 7 0	0 7 0

	30	Beeda-nuts—*see* Myrabollams.			
0 4 0	31	Beef and Pork	Tierce ...	0 7 0	0 7 0
0 2 0	32	Do.	Barrel ...	0 4 6	0 4 6
	33	Beer—*see* Ale.			
0 2 0	34	Bees' wax	Package ...	0 5 0	0 5 0
0 12 0	35	Betel-nut	Ton ...	1 13 0	1 13 0
1 0 0	36	Bhang	Do. ...	2 12 0	2 12 0
Measurement	37	Bicycles, Tricycles and Velocipedes ...	Per case or package...	Measurement.	
Do.	38	Billiard Tables...	Each ...	Do.	
0 12 0	39	Biscuits, ship	Ton ...	2 0 0	2 0 0
Measurement	40	Do. in cases	Case ...	Measurement.	
0 1 0	41	Biscuits in tins, loose .. .	One dozen ...	0 4 6	0 4 6
Measurement	42	Blood-stones, Cambay stones and Gold-stones	Case or package ...	0 5 0	0 5 0
1 8 0	43	Boats, ordinary ships'...	Each ...	2 8 0	2 8 0
	44	Boilers	.....	Same rates as Machinery.	
0 12 0	45	Bones, Bone-dust, Bone-meal and Blood-manure	Ton ...	1 12 0	1 12 0
Measurement	46	Books	Case or package ...	Measurement.	
Do.	47	Boots and Shoes, foreign	Do. ...	Do.	
0 12 0	48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement	49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 3 0	50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0	51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement	52	Do. do. of smaller size than pints...	Case or package ...	Measurement.	
0 12 0	53	Bran	Ton ...	0 12 0	0 12 0
	54	Brass Leaves—*see* Orsidue.			
0 12 0	55	Do. of sorts and Brassware ...	Do. ...	2 0 0	2 0 0
Measurement	56	Do. do. when no weight given.		Measurement.	
0 0 6	57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 12 0	58	Do. Fire	Ton ...	1 12 0	1 12 0
0 2 0	59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

3 wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		61	Camphor	Ton ...	2 12 0	2 12 0
0 4 0		62	Camphorwood Drawers and Boxes	Each case ...	0 8 0	0 8 0
0 1 0		63	Candles	Cwt. ...	0 4 0	0 4 0
		64	Canes—*see* Rattans.			
0 4 0		65	Canvas	Bale ...	0 8 0	0 8 0
0 1 0		66	Do.	Bolt ...	0 2 6	0 2 6
0 4 0		67	Cardboards and Strawboards...	Case or bale ...	0 6 0	0 6 0
0 5 0		68	Carpets, woollen or foreign	Case or package ...	0 11 0	0 11 0
0 4 0		69	Do. cotton	Do. ...	0 6 0	0 6 0
0 1 0		70	Cardamoms	Cwt. ...	0 4 0	0 4 0
		71	Do. bastard—*see* Spices.			
3 0 0		72	Carriages, four-wheeled	Each ...	10 0 0	10 0 0
2 0 0		73	Carriages, two-wheeled	Do. ...	8 0 0	8 0 0
3 0 0			* Do. to or from Indian Coast Ports, 4-wheeled.	Do. ...	4 0 0	4 0 0
2 0 0			Do. do. do. do. 2 do.	Do. ...	3 0 0	3 0 0
0 12 0		74	Cassaware	Ton ...	3 0 0	1 12 0
0 1 0		75	Casks and Hogsheads, empty	Each ...	0 2 6	0 2 6
0 0 9		76	Do. do half and quarter ...	Do. ...	0 1 3	0 1 3
0 2 0		77	Butts, Pipes and Puncheons	Do. ...	0 3 6	0 3 6
0 12 0	every 2 days or part thereof.	78	Cement	Ton ...	1 2 0	1 2 0
0 12 0		79	Chalk	Do. ...	1 6 0	1 6 0

Measurement		80	Cheese, in cases	Case ...	Measurement.	
0 0 6	wharfage for	81	Do. loose	Each ...	0 0 6	0 0 6
		82	Chemicals—*see* Drugs and Medicines			
0 12 0		83	Chillies, dried	Ton ...	1 2 0	1 2 0
0 12 0		84	China, copper cash	Do. ...	1 12 0	1 12 0
0 8 0		85	Do. white copperware	Case ...	0 8 0	0 8 0
0 3 0		86	Do. garden seats	Each ...	0 4 0	0 4 0
Measurement		87	Do. and Japanware	Case ...	Measurement.	
0 1 6		88	Do. ware in rolls, large	One dozen ...	0 4 6	0 4 6
0 1 6		89				
0 1 6		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0		91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 12 0		92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement		93	Cigars or Cheroots	Case ...	Measurement.	
0 12 0		94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0		95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0		96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0		97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 12 0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 12 0		99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 4 0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 2 0		101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 12 0		102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6		103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 12 0		105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 4 0		106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 13 0		108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement		109	Confectionery	Case ...	Measurement.	

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		110	Copper Sheets...	Ton ...	2 0 0	1 4 0
0 12 0		111	Do Cakes, Slabs or Tiles	Do. ...	1 12 0	1 8 0
0 12 0		112	Do. Ware and Wire	Do. ...	2 0 0	1 12 0
Measurement		113	Do. do. when no weight is given ...	Package ...	Measurement.	
0 12 0		114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton ...	2 0 0	2 0 0
0 12 0		115	Copra	Do. ...	1 0 0	1 9 0
0 4 0		116	Coral	Box ...	0 13 0	0 13 0
Measurement		117	Do. imitation	Case ...	Measurement.	
0 12 0		118	Cordage and Rope—Hemp, Europe and Manilla	Ton ...	2 4 0	2 4 0
0 12 0		119	Coriander seed	Do. ...	1 9 0	1 9 0
Measurement		120	Corks	Bale or Case ...	Measurement.	
		121	Cotton, Raw*—			
0 4 0		A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts, or under	Bale or Docra ...	0 2 0	0 2 6
0 5 0		B	American or other pressed bales of 4 cwts. or over	Bale ...	0 3 6	0 3 6
0 8 0		C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra ...	0 5 0	0 5 0
	every 2 days or part thereof.	122-123	*Cancelled.*			
0 12 0		124	Cowries...	Ton ...	1 8 0	1 8 0

0 6 0	½ wharfage for	125	Crackers, China	Case of 1 picul of 133 lbs. ...	0 6 0	0 6 0	c
0 6 0		126	Do. do.	Do. under 1 picul ...	0 4 0	0 4 0	
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.	
0 13 0		128	Cumin seed	Ton ...	2 12 0	2 12 0	
Measurement		129	Cutlery...	Case ...	Measurement.		
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0	
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0	
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0	
0 3 0		133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0	
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0	
Measurement		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.		
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0	
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0	
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0	
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.		
0 3 0		140	Dragon's blood	Do. ...	0 7 0	0 7 0	
		141	Earthenware, foreign—*see* Crockery				
1 0 0		142	Earthenware, Piping, Retorts, &c., for Drainage	Ton ...	1 12 0	1 12 0	

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf or the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.		Rs. a. p.	Rs. a. p.
0 4 0		144	Fans	Case ...	0 7 0	0 7 0
0 12 0		145	Fat, Grease, Lard and Tallow	Ton ...	2 0 0	2 0 0
0 4 0		146	Feathers...	Case or Package ...	0 7 0	0 7 0
Measurement		147	Felt	Bale ...	Measurement.	
1 0 0		148	Firewood	Ton ...	0 12 0	0 12 0
1 0 0		149	Fishmaws	Do. ...	2 2 0	2 2 0
0 4 0		150	Flax and Linen Piece-goods	Bale ...	0 7 0	0 7 0
0 12 0		151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton ...	0 10 0	0 8 0
Measurement	every 2 days or part thereof.	152	Fruits, fresh, foreign	Case ...	0 2 0	0 2 0
0 12 0		153	Do. do. do.	Barrel ...	0 2 6	0 2 6
0 2 0		154	Do. dried, not enumerated	Ton ...	2 0 0	2 0 0
Measurement		155	Do. do. from Europe	Case ...	Measurement.	
Do.		156	Do. fresh, from Zanzibar and Muscat ...	Basket ...	0 2 0	0 2 0
0 1 0		157	Furniture	Case ...	Measurement.	
		158	Chairs, loose	Each ...	0 1 6	0 1 6
1 0 0		159	Gallnuts—*see* Myrabollams.			
1 0 0		159A	Gallnuts, Persian	Ton ...	As Country Drug.	
0 12 0		160	Ghee	Do. ...	1 12 0	1 12 0
Measurement		161	Ginger, dry	Do. ...	1 2 0	1 4 0
0 1 6		162	Glassware	Hhd. or crate ...	Measurement.	
		163	Glass, window	Box under 6 c. ft. ...	0 2 6	0 1 9

Measurement							Measurement.				
0	4	0		163A	Do.		over 6 c. ft.		0	6	0
0	4	0		164	Do. broken		Box or package		0	6	0
				165	Goats' hair, pressed		Bale		0	3	0
				166	Gold, Gold-leaf, &c.—*see* Bullion.						
0	2	0		167	Gold leaf, mock		Box or package		0	3	0
0	12	0		168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.		Ton		0	9	0
0	12	0		169	Ground-nuts		Do.		0	13	0
0	12	0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bdellium		Ton.		2	4	0
0	6	0		171	Gunny pieces and bags		Bale of over 200 pieces		0	5	0
0	4	0		172	Do. do.		Half bale (above 50 & up to 200 pieces)		0	4	0
0	1	0		173	Do. do.		Bale of 50 pieces		0	2	0
Double the Magazine Rate.				174	Gunpowder		Package		Special.		
Do.				175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.—(*See* Machinery).						
Do				176	Guns, Small Arms, Sporting Guns, Rifles, Pistols, Revolvers, &c. when imported or exported singly as part of personal equipment or luggage		.....		Free.		
Measurement				176A	Do. do. when imported or exported in cases or packages		Case or package		Measurement.		
				177	*Cancelled.*						
				178	Haberdashery, Millinery, Hosiery, &c.		Case		Measurement.		
Do.				179	Hams in cases		Do.		Do.		
Do.				180	Do. in canvas, loose		Do.		0	0	6
0	1	0		181	Hardware		Ton		2	4	0
0	12	0		182	Do. when no weight is given		Case		Measurement.		
Measurement				183	Harmonium and Organs if under 20 cubic ft.		Each		1	4	0
0	8	0		184	Do. do. if 20 c. ft. and under 30 c. ft.		Do.		1	13	0
1	0	0		185	Do. do. „ 30 c. ft and „ 40 c. ft.		Do		2	6	0
1	8	0		186	Do. do. „ 40 c. ft. and „ 50 c ft.		Do.		3	0	0
2	0	0		187	Do. do. „ 50 c. ft. and „ 60 c. ft.		Do.		5	0	0
2	4	0		188	Do. do. „ 60 c. ft. and „ 70 c. ft.		Do.		8	0	0
2	8	0									

} wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs a. p.					Rs. a. p.	Rs. a. p.
2 12 0		189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Each ...	12 0 0	13 0 0
3 0 0		190	Do. do. „ 80 c. ft. and over ...	Do. ...	15 0 0	15 0 0
Measurement		191	Harness and Harness requisites	Case ...	Measurement.	
		192	Hats and Caps—*see* Haberdashery.			
0 4 0		193	Hay and Straw, pressed	Bale ...	0 4 6	0 4 6
0 13 0		194	Hemp, loose, in bundles	Ton ...	1 13 0	1 13 0
0 4 0		195	Hemp, pressed	Bale ...	0 4 0	0 3 0
0 4 0		196	Hessians...	Do. ...	0 5 0	0 8 0
0 8 0		197	Hides, Buffalo, &c.	One hundred ...	1 0 0	1 0 0
0 12 0		198	Horns, of kinds	Ton ...	1 6 0	1 6 0
Special.		199	Ice	Do. ...	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Docks		Free.	
		201	Incense—*see* Olibanum.			
Measurement		202	Indian Condiments	Case	Measurement.	
0 12 0		203	Indigo	Ton ...	2 0 0	2 0 0
Measurement		204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case ...	Measurement.	
0 6 0		205	Ink	Case or package ...	0 11 0	0 11 0
0 8 0		206	Do.	Cask ...	0 14 0	0 14 0
Measurement		207	Do.	Package of not more than 50 lbs. ...	0 3 0	0 2 0
0 12 0	¼ wharfage for every 2 days or part thereof.	208	Ironmongery	Ton ...	2 4 0	2 0 0

Measurement				209	Do. when no weight is given ...	Package ...	Measurement.			
				210	Iron and Steel—					
0	12	0	¼ wharfage for every 8 days or part thereof.		(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, Tee and Old.	Ton ..	1	2	0	c
0	12	0			(ii) Steel-Fagot, Keg, Spring and Octagon.	Do. ...	1	8	0	1 8 0
0	12	0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do. ...	1	10	0	1 10 0
				212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.					
0	2	0	¼ wharfage for every 2 days or part thereof.	213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0	3	3	0 3 0
0	4	0		214	Ivoryware	Package ...	0	10	0	0 10 0
0	12	0		215	Jaggery	Ton ...	0	12	6	0 12 6
0	4	0		216	Jars, fancy, large, China and Japan... ...	Each ...	0	3	0	0 3 0
1	8	0		217	Do. common, large	One hundred ...	6	0	0	6 0 0
1	0	0		218	Do. do. small	Do. ...	4	0	0	4 0 0
1	0	0		219	Jewellery and Trinkets*	Box or package ...	1	8	0	1 8 0
0	4	0		220	Jewellery and Trinkets, imitation	Do. ...	0	8	0	0 8 0
0	4	0		221	Jute, pressed	Bale ...	0	5	0	0 3 0
0	8	0		222	Kerosine Oil	Case of 8 imp. gal. ...	0	1	3	0 1 3
0	12	0		223	Khootwood	Ton ...	2	0	0	2 0 0
1	0	0		224	Lac	Do. ...	2	8	0	2 8 0
0	2	0		225	Lac-dye	Package ...	0	7	0	0 7 0
0	4	0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0	8	0	0 8 0
Measurement				227	Do. do. do. do. mock ...	Case or package ...	Measurement.			
0	12	0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1	8	0	1 8 0
0	12	0		229	Do. Black, White and Red...	Do. ...	2	4	0	2 4 0
0	12	0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1	0	0	1 0 0
0	12	0		230	Lead Shot	Do. ...	2	4	0	2 4 0
Measurement				231	Leather, foreign	Case or package ...	Measurement.			
0	12	0	⅓ wharfage	232	Liquorice root...	Ton ...	2	0	0	1 8 0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		233	Live Stock :—		Rs. a. p.	Rs. a. p.
Special		233 1	Bullocks	Each ...	1 0 0	1 0 0
		A	Cows and Buffaloes...	Do. ...	1 12 0	1 12 0
		B	Calves and Pigs	Do. ...	0 10 0	0 10 0
		C	Dogs and Monkeys	Do. ...	0 3 0	0 3 0
		D	Donkeys	Do. ...	1 12 0	1 12 0
		E	Deer	Do. ...	0 10 0	0 10 0
		F	Elephants	Do. ...	6 0 0	6 0 0
		G	Fowls and Ducks	One dozen ...	0 3 6	0 3 6
		H	Goats and Sheep	Each ...	0 5 0	0 5 0
Special.	every 2 days or part thereof.	I	Horses †	Do. ...	2 0 0	2 0 0
		J	Mules	Do. ...	2 0 0	2 0 0
		K	Pigeons, Quails and Partridges	Per dozen ...	0 2 0	0 2 0
		L	Turkeys and Geese	Do. ...	0 6 0	0 6 0
		M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5 0 0	5 0 0
		M-1	Tigers and other Wild Animals, cubs of...	Do ...	1 0 0	1 0 0
		N	Other small birds			Free.
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.			Do.
		P	Animals for public gardens in India ...			Do.
		234	Luggage of European sailors, ship captains, members of the Water Police, and Pre-			

				ventive Officers when proceeding on or returning from duty at the Docks ...						
			235	} *Cancelled.*						
			236							
0	12	0	237	Machinery, up to ¼ ton weight	Ton	...	1	4	0	1 4 0
1	4	0	238	Do. over ¼ and not exceeding 1½ tons.	Do.	...	1	10	0	1 10 0
1	12	0	239	Do. over 1½ and not exceeding 5 tons.	Do.	...	1	14	0	1 14 0
2	0	0†	240	Do. over 5 and not exceeding 8 tons.	Do.	...	2	4	0	2 4 0
2	8	0†‡	241	Do. over 8 and not exceeding 11 tons.	Do.	...	4	0	0	4 0 0
3	0	0†‡	242	Do. over 11 and not exceeding 15tons.	Do.	...	5	0	0	5 0 0
4	0	0†‡	243	Do. over 15and not exceeding 100tons.	Do.	...	7	8	0	7 8 0
0	12	0	244	Madder or Munjeet	Do.	...	2	0	0	1 8 0
			244A	Mails						Free.
1	0	0	245	Marble and Marble Slabs	Ton	...	2	4	0	2 4 0
Double Measurement.			246	Matches	Case	...	Measurement.			
0	4	0	247	Mats of sorts, foreign	Package of 50	...	0	5	6	0 5 6
0	2	0	248	Do. country...	One hundred	...	0	6	0	0 6 0
Measurement			248A	Mats, Zanzibar...	Package	...	Measurement.			
0	4	0	249	Matting, coir	Do.	...	0	5	0	0 5 0
0	6	0	250	Do. rolls of coir carpet...	Do.	...	0	8	0	0 8 0
			251	Medicines—*see* Drugs.						
0	12	0	252	Metals, unenumerated...	Ton	...	2	0	0	1 4 0
			253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do.	...	2	0	0	2 0 0
Machinery Rates.			254	Do. do. for weights above 5 tons	Same rates as Machinery.					
			255	Do. do. when no weight is given	Package	...	Measurement.			
			256	Millinery—*see* Haberdashery.						
			257	Mill furnishings—*see* Rates for Machinery.						
0	4	0	258	Mineral waters...	Case or cask	...	0	5	0	0 5 0
0	12	0	259	Mother-o'-Pearl Shells	Ton	...	2	4	0	1 12 0
Machinery Rates.			259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package	...	Same rates			as machinery.

† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.
‡ Plus cranage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
2 0 0		259B	Motor Bicycles or Tricycles	Case or package ...	8 0 0	8 0 0
0 12 0		260	Mowra Flowers...	Ton ...	0 15 0	0 15 0
0 4 0		261	Musk	Case or package ...	1 4 0	1 4 0
0 12 0		262	Myrabollams or Gall-nuts and Beeda-nuts...	Ton ...	0 15 0	0 15 0
0 12 0		263	Nails, of sorts	Do. ...	1 12 0	1 12 0
0 6 0		264	Naphtha	Case or carboy ...	0 3 0	0 3 0
0 12 0		265	Nuxvomica	Ton ...	2 0 0	1 8 0
0 12 0		266	Oilcake	Do. ...	1 3 0	1 2 0
0 2 0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils.	Tin, drum or case up to 10 Imperial gals.	0 2 6	0 2 6
0 12 0		268	Do. do. do. do in casks...	Ton ...	1 8 0	1 8 0
0 8 0		269	Oils, perfumed...	Case or pot ...	0 10 0	0 10 0
Measurement		270	Oilcloth and Floorcloth	Ton ...	2 0 0	2 0 0
0 1 0		271	Oilman's Stores	Case below 2 c. ft. ...	0 2 0	0 2 0
0 1 6		272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
Measurement		273	Do.	Case from 5 c. ft. and upwards ...	Measurement.	
1 0 0		274	Olibanum or Incense	Ton ...	1 12 0	1 0 0
1 8 0		275	Opium	Chest of 140 lbs. ...	1 12 0	1 4 0
0 12 0		276	Do.	Half chest ...	0 14 0	0 10 0
		276A	Ore, Manganese	Ton ...	.....	0 8 0
		276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....	*0 10 6
		276C	Ore, Mineral other than Manganese ...	Do. ...	.....	0 12 0

every 2 days or part thereof.

0	2	0	½ wharfage for	277	Organs and Harmoniums—*see* Harmonium.					
0	1	0		278	Orsidue or Brass leaves	Package	...	0 2 6	0	2 6
9	12	0		279	Post parcels exceeding 11 lbs. in weight ...	Each	...	0 2 6	0	2 6
0	4	0		280	Paints, oil	Ton	...	2 4 0	2	4 0
				281	Paper, of kinds (including Bales of old newspapers)	Case or bale	...	0 6 0	0	6 0
0	4	0		281A	Paper imported from Calcutta or any Ports of British India	Bale	...	0 4 0	0	6 0
1	0	0		282	Pearls	Box or package	...	1 0 0	1	0 0
0	4	0		283	Do. imitation	Do. do.	...	0 7 0	0	7 0
As Oilman's Stores.				283A	Peas, blue, from Europe	Package	...	As Oilman's Stores.		
0	12	0		284	Pepper of kinds and Pepper Roots	Ton	...	2 0 0	1	12 0
Measurement					Perambulators	Case	...	Measurement.		
Do.				285	Perfumery—Hair Oil, Pomades, &c. ...	Do.	...	Do.		
4	0	0		286	Pianofortes	Each	...	5 0 0	5	0 0
2	0	0		286A	Pianolas	Do.	...	2 0 0	2	0 0
0	4	0		287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	...	0 4 0	0	2 6
0	4	0		288	Piece-goods, Silks and Velvets	Do.	...	0 12 0	0	12 0
0	4	0		289	Do. Cotton and Silk, large bales ...	Do.	...	0 12 0	0	12 0
0	4	0		290	Do. Woollens...	Do.	...	0 6 0	0	5 0
1	12	0		291	Pitch	Ton	...	2 2 0	2	2 0
				292	Porcelain—*see* Crockery.					
				292A	Post Parcels not exceeding 11 lbs. in weight			Free.		
				293	Plants for public gardens in India... ...			Do.		
				294	Platedware—*see* Bullion.					
1	0	0		295	Precious Stones	Box or case	...	1 0 0	1	0 0
				296	Provisions, fresh, for voyage†	Coolie-load	...	0 1 0	0	1 0
				297	Do. for daily use of Ships in Docks.			Free.		

* Included the use of the Trustees' Tramway.

† Other *bona fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 2 0		298	Quicksilver	Bottle ...	0 5 0	0 5 0
0 2 0		299	Rags	Bale or package ...	0 4 0	0 3 0
See Machinery.		300	Railway Plant and Materials		Same rates as Machinery.	
		301	Raisins—*see* Fruits, dried.			
0 12 0		302	Rattans	Ton ...	2 4 0	2 4 0
0 1 0		303	Do. Malacca	One dozen ...	0 3 0	0 3 0
0 12 0		304	Rose-flowers, dried	Ton ...	2 4 0	2 4 0
0 2 0		305	Rose-water	Case ..	0 2 6	0 2 6
0 1 0		306	Do.	Carboy ...	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
1 12 0	every 2 days or part thereof.	308	Rosin	Ton ...	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 12 0		310	Safflower...	Ton ...	2 8 0	1 12 0
0 6 0		311	Saffron	Case ...	1 0 0	1 0 0
0 12 0		312	Sago	Ton ...	2 4 0	2 4 0
Measurement		313	Do.	Case or package.	Measurement.	
0 12 0		314	Salammoniac	Ton ...	2 4 0	2 4 0
0 12 0		315	Salt, country	Do. ...	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's Stores.			
0 12 0		316A	Do. English in Bulk	Ton ...	0 6 0	.....
0 12 0		317	Saltpetre	Do. ...	2 0 0	2 0 0
0 1 0		318	Samples, Cotton, small		Free.	
0 1 0		319	Do. other than above	Parcel ...	0 1 0	0 1 0
Measurement		320	Do. do. in case	Case ...	Measurement	

0 12 0		321	Sandalwood	Ton	...	2 0 0		2 0 0		
Measurement		322	Do. boxes and ware	Package	...	0 7 0		0 7 0		
0 12 0		323	Sapanwood	Ton	...	1 10 0		1 6 0		
0 12 0		324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do.	...	0 10 0		0 11 0		
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Do.	...	1 12 0		1 12 0		
0 12 0		326	Senna Leaves	Do.	...	2 4 0		1 12 0		
1 0 0		327	Shark Fins and Samoodar Fins	Do.	...	2 2 0		2 2 0		
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package	...	0 14 0		0 12 0		
0 4 0		329	Shawls, European	Do. do.	...	Measurement.				
0 12 0		330	Shellac	Ton	...	2 8 0		1 12 0		
0 8 0		331	Shells, in cases, unenumerated	Case	...	0 7 0		0 7 0		
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton	...	2 0 0		1 8 0		
0 1 6		333	Shovels	Per dozen	...	0 3 0		0 3 0		
0 4 0		334	Silk, Raw	Case or bale	...	0 8 0		0 8 0		
		335	Do. Piece-goods—*see* Piece-goods.							
		336	Silverware—*see* Bullion.							
Measurement		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.		0 6 0		0 6 0		
Do.		338	Soap, perfumed, foreign	Case	...	Measurement.				
Do.		339	Do. bar do.	Do.	...	Do.				
Do.		340	Do. do. do. in small boxes ...	Per cubic foot	...	0 2 0		0 2 0		
1 0 0		341	Do. country, soft, and bar	Ton	...	1 13 0		1 12 0		
0 12 0		342	Spelter and Solder	Do.	...	1 14 0		1 14 0		
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do.	...	1 12 0		1 8 0		
		344	Cardamoms—*see* Special Rate for Cardamoms.							
0 0 2		345	Spirits, Liquors, and Wines in wood ...	Imp. gal.	...	0 0 3½		0 0 3½		
0 0 9		346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints	...	0 2 0		0 2 0		
Measurement		347	Stationery, unenumerated	Case or cask	...	Measurement.				
		348	Steel—*see* Iron and Steel, Items 210—212.							
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton	...	0 12 6		0 12 6		

½ wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 2 0		350	Sugar, Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measurement.	
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0
		353	Tallow—*see* Fat.			
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0
0 3 0		355B	Do. old	Do. ...	0 4 0	0 4 0
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
0 1 0		357	Do.	Do. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	Every 2 days or part thereof.	358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0
Measurement		359	Thread	Case ...	0 6 0	0 5 0
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0
Per ton.						
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0
0 1 0		366	Tin plates	Box of 1 cwt. & under*	0 1 6	0 1 3

0 4 0		367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0		
Measurement		368	Do. country	Bale ..	Measurement.			
0 4 0		369	Tortoise Shell	Case ...	0 9 0	0 9 0		
Measurement		370	Toys	Do. ...	Measurement.			
Measurement		371	Trunks and Boxes	Do. ...	Measurement.			
0 12 0		372	Turmeric and Turmeric powder	Ton ...	1 2 0	1 4 0		
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0 2 6	0 2 6		
1 4 0		374	Twine	ton ...	1 8 0	2 0 0		
Piece-goods Rates.		375	Twist and Yarn	Bale ...	0 4 0	0 3 3		
Measurement		376	Umbrellas	Case ...	Measurement.			
0 1 0		377	Varnish	Five Imp. gals. ...	0 2 0	0 2 6		
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6		
		379	Do. do.	Cart-load ...	0 7 0	0 7 0		
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ...	1 0 0	1 0 0		
				Cart-load ...	0 12 0	0 12 0		
0 2 0		380	Vermilion	Case ...	0 5 0	0 5 0		
0 4 0		381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0		
0 8 0		382	Watches, gold and silver	Case ...	1 8 0	1 8 0		
0 4 0		383	Do. other than above	Do. ...	0 12 0	0 12 0		
0 12 0		384	Whiting	Do. ...	2 0 0	2 0 0		
0 12 0		384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0		
		385	Wines, &c.—*see* Spirits.					
0 1 0		386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0		
1 0 0		387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0		
		388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0		
0 8 0		389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0		
		390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0		
0 4 0		391	Do. pressed	Bale	0 5 0	0 5 0		
		392	Do. Berlin—*see* Haberdashery.					
		393	Woollens—*see* Piece-goods.					
0 12 0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton ...	2 0 0	1 4 0		
0 12 0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do. ...	2 0 0	2 0 0		

* Boxes above 1 cwt. to be charged proportionately.

1v

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
		396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—		Rs. a. p.	Rs. a. p.
0 1 0	¼ wharfage for every 2 days or part thereof.	397	if under 4 cubic feet	Package ...	0 3 0	0 3 0
0 1 6		398	if 4 or under 6 cubic feet	Do. ...	0 4 0	0 4 0
0 2 6		399	if 6 „ 10 „	Do. ...	0 6 6	0 6 6
0 4 0		400	if 10 „ 15 „	Do. ...	0 8 0	0 8 0
0 5 0		401	if 15 „ 20 „	Do. ...	0 10 0	0 10 0
0 6 5		402	if 20 „ 30 „	Do. ...	0 14 0	0 14 0
0 10 0		403	if 30 „ 40 „	Do. ...	1 3 0	1 3 0
0 14 0		404	if 40 „ 50 „	Do. ...	1 8 0	1 8 0
1 0 0		405	if 50 „ 60 „	Do. ...	1 14 0	1 14 0
0 1 0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0 2 0	0 2 0
1 4 0		407	On all goods not enumerated, chargeable by weight	Ton ...	2 4 0	2 4 0
		408	Unenumerated unpacked goods	Coolie-load ...	0 2 0	0 2 0
		409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied ...			Free
		410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department ...	Per coolie-load ...	0 2 0	0 2 0
				Per cart-load ...	0 8 0	0 8 0

Hazardous goods, which cannot be received at the Dock Transit Shed but which need to be removed to the Special Shed at Mazagon or elsewhere, will be charged double the rates of removal and extra wharfage rent prescribed in columns 1 and 2.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class—4 *pies a maund, or* 9 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1*st Class*—6 *pies a maund, or* 13 *annas a ton.*

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class—8 pies a maund, or Rs. 1-2-0 a ton.

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colamba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding*, *charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each
" " " over 6 "	0	1	0	"
Bales under 6 cubic feet	0	1	0	"
" over 6 "	0	2	0	"
Cases, Machinery, under 1½ tons weight	0	2	0	"
Packages over 1½ tons weight...	0	8	0	"
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	"
" " " over 2 dozen...	0	1	0	"
Pianos and Harmoniums	0	4	0	"
Gilt Mouldings	0	4	0	"
Quarter Casks in Casing	0	4	0	"
Hogsheads "	0	8	0	"
Two-wheeled Carriages	0	4	0	"
Four-wheeled "	0	8	0	"
Fixing Carriages...	4	0	0	"

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales when labour is not supplied 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (To be used at	0	8	0	"
For Hire of Wire net Slings (ship's risk.	2	0	0	"
For Hire of Large Iron Tubs	1	0	0	"
For Hire of Small Tubs	0	8	0	"
For Hire of 5-Ton Trucks	3	0	0	"
For Hire of 10-Ton "	6	0	0	"

9. For weighing on Docks Scales, or measuring goods when labour is supplied by the Trustees 3 annas per ton will be charged and a further charge of Rs. 2 per day when a clerk is employed.

9A. For weighing goods on the Docks weighbridger Re. 1 up to 16 tons and 1 anna for every ton in excess of 16 will be charged. The Dock weighbridges are to be used for all goods that merchants require to weigh in Dock and the use of the scales under paragraph 3 will only be allowed when necessitated by circumstances.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 2 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent, if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

Q.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ½rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by muccadum, per bale.....	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage on packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to crannage leviable under paragraph 39.

18A. All goods, except Railway materials for the G. I. P. and B. B. & C. I. Railway Companies, landed on the Dock quays for ship's convenience, which have been charged full Import wharfage, will, if loaded into boats in Dock, to be afterwards re-landed at a Port Trust Bunder, be charged hamallage only, instead of Export wharfage.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel using the Docks (other than country craft not square-rigged, and except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, on her net registered tonnage, the minimum charge for each such vessel using the Docks being Rs. 25.

B.—Every vessel occupying a berth at the outside or Harbour face of the Dock wall shall be charged the same dues as are charged to a vessel using the Docks (20-*A*), provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs:—
For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday .. .. Rs. 200

For work done on Holidays ..... „ 30 per day.

„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

   one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... ..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... ..... 2½ annas per ton.
2. Groundnuts, Myrabollams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days ; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

					Rs.	a.	p.	
			5 tons...	...	1	0	0	per ton
„	5	„	„ 8 „ ...	...	2	0	0	„
„	8	„	„ 11 „ ...	...	3	4	0	„
„	11	„	... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

FOR SAILING SHIPS.

Net registered tonnage of ship.	Main Mast.	Fore Mast.	Mizen Mast.	Bow Sprit.
	Rs.	Rs.	Rs.	Rs.
1,500 and over	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

FOR STEAMERS.

A charge of Rs. 10 for each ton or pail of a ton weight of the mast.

The above charge will cover all cranage charges except those under 29-Q.

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs.	a.	p.
(1)				
(2)				
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ... Special Rates.			
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)				
(10)				

31. *Cancelled.*

By Order of the Trustees,

H. E. HART,

Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	5
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at 20	50
Cowries		.....
Cumin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dhall	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Ganjah	.....	50 gross.
Hemp	5 bales not exceeding	52
Hides, Buffalo or Cow, cured	14 gross.	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabollams...	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4	hhds.
Oil-seed Cake	20	.....
Opium		per chest.
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dhall, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1862, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... . 2½ „

13. On *del credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17 On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...3½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters-of-Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Bees' Wax	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Betelnut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet.
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett.
Bone-meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet.
Cassia	Bales	800 lbs. Nett } 50 Cubic
Cinnamon	Do.	800 „ „ } feet.
Ditto	Cases	50 Cubic feet.
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett.
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet.
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett.
Ditto	Dholls not exceeding 4 lbs.	10 „ „
Coir Matting	Rolls	50 Cubic feet; ¼th allowed off for the round.

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett.
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet.
Ditto	Bulk	12 Cwts. Nett.
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet.
Cowries	Bags or Cases	20 Cwts. Nett.
Cutch	Cases	50 Cubic feet.
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed.
Cinchona	Bales	50 Cubic feet.
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett.
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet.
Ditto	Bags	12 Cwts. Nett.
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet.
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett.
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet.
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett.

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton
Horns, Deer	Loose	12 Cwts. Nett.
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet.
Linseed	Bags	18 Cwts. Nett.
Mica	Cases	50 Cubic feet.
Myrabollams	Bags	16 Cwts. Nett.
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Nett.
Other Oils	Cases, Drums or Tanks.	50 Cubic feet.
Pepper	Bags	16 Cwts. Nett.
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto ...	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto ...	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet.
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett.
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do, do. each cup cut in 4 pieces ...	14	.....
Coriander Seed	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dhall	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—*(contd.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seed	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	...
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	30	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	60
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Metals	20	.....
Myrabollams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seed	15	.....
Putchuk	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the nett weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone-meal and Bone-dust	30 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	30 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	30 „	30 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

*NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—*(contd.)*

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowari, in bags	18 „	20 cwt.
Lac Dye in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags.	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gals
Oil, Cocoanut	11 cwt.	... ..
Oil-cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1¼ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2/7 lbs.	28 Indian maunds of 82-2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood	11 „	14 „
Whanghees (*vide* Canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

PAYABLE IN KARACHI.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KARACHI.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of $4\frac{1}{2}$ per cent. in the case of sailing ships, and $2\frac{1}{4}$ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

CALENDAR FOR 1910.

1910.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
FEB.	...	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	...	...	...	...	...
MAR.	...	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	...	...
APRIL	...	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
MAY	...	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
JUNE	...	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	...	...

1910.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...
AUG.	...	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...
SEP.	...	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	...
OCT.	...	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
NOV.	...	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	...	...	...
DEC.	...	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31

PUBLIC HOLIDAYS.

FOR THE YEAR 1911.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act 1881," including the Monday next following New Year's Day (2nd January), Good Friday (14th April) and Christmas Day (25th December) which are already specified as holidays under the above section :—

New Year	2nd and 3rd January	Monday and Tuesday	2 Days.
Mohurrum	12th January	Thursday	1 Day.
Maha Shivratri	27th February	Monday	1 ,,
Holi	14th March	Tuesday	1 ,,
Jamshedi Naoroz	21st March	Tuesday	1 ,,
Ramnavami	7th April	Friday	1 ,,
Easter	14th, 15th and 17th April.	Good-Friday, Saturday and Monday	3 Days.
Birthday of His Majesty the King-Emperor.	3rd June	Saturday	1 Day.
Coronation Day	22nd June	Thursday	1 ,,
Cocoanut Day	9th August	Wednesday	1 ,,
Gokul-Ashtami	17th August	Thursday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain)	28th August	Monday	1 ,,
Pajusan (Bhadarva Sud 5th)	29th August	Tuesday	1 ,,
Parsee New Year	12th and 13th September	Tuesday & Wednesday	2 Days.
Khordadsal	18th September	Monday	1 Day.
Dussera	2nd October	Monday	1 ,,
Divali	21st, 23rd and 24th October.	Saturday, Monday and Tuesday	3 Days.
Christmas	23rd, 25th and 26th December.	Saturday Monday and Tuesday	3 ,,
New Year	30th December	Saturday	1 Day

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1911.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1911 :—

New Year	2nd January	Monday	1 Day.
Mohurrum	12th January	Thursday	1 ,,
Holi	14th March	Tuesday	1 ,,
Ramnavami	7th April	Friday	1 ,,
Easter	14th April	Good-Friday	1 ,,
Birthday of His Majesty the King-Emperor.	3rd June	Saturday	1 ,,
Coronation Day	22nd June	Thursday	1 ,,
Cocoanut Day	9th August	Wednesday	1 ,,
Gokul-Ashtami	17th August	Thursday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain)	28th August	Monday	1 ,,
Dussera	2nd October	Monday	1 ,,
Divali	21st October	Saturday	1 ,,
Christmas	26th December	Monday	1 ,,

By order of the Committee,
J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, *10th December* 1910.

List showing the various Statistical Returns published by the Bom

	Members.								
	Half-yearly.			Monthly.			Charge per copy.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	.....			.....		
Daily Trade Return (Exports and Imports). Issued daily	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton, Seeds and Wheat, &c.). Issued weekly				2	4	0	0	10	0
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders). Issued half-yearly ...	13	8	0	.....			1	0	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly				2	4	0	2	4	0
Import Manifests. Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests. Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	3	8	0	0	10	0	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	4	0	1	4	0
Current Quotations. Issued weekly.	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton, Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage Schedule) ...	.. ...			.....			0	6	0
Annual Report of the Chamber ...	2 copies free and for additional copies each.			.....			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.. ...			.. ...			2	0	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

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.....			.....			.....			.....			.....			
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0	
2	8	0	.....			2	8	0	0	0	6	.....			
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
7	8	0	1	8	0	1	8	0	0	3	0	0	0	6	
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0	
6	0	0	1	4	0	1	4	0	0	3	0	0	0	6	
.....			.....			0	8	0	.....			.....			
.....			.....			6	8	0	.....			.....			
.....			.....			5	0	0	.....			0	10	0	Mail
												0	5	0	Inland.
.....			.....			2	0	0	.....			0	2	0	Mail
												0	1	0	Inland
.....			.....			.....			.....			.....			

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1910.

QUOTATIONS.	Week ending 7th January.	Week ending 14th January.	Week ending 21st January.	Week ending 28th January.	Week ending 4th February.	Week ending 11th February.	Week ending 18th February.	Week ending 25th February.	Week ending 4th March.	Week ending 11th March.	Week ending 18th March.	Week ending 24th March.	Week ending 1st April.	Week ending 8th April.	Week ending 15th April.	Week ending 22nd April.	Week ending 29th April.	Week ending 6th May.	Week ending 13th May.	Week ending 20th May.	Week ending 27th May.	Week ending 3rd June.	Week ending 10th June.	We 17
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready	Ready.	Ready.	R
EXCHANGE.																								
On England Bank Bills, Telegraphic Transfer	1s. 4 3/32d	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 3 15/16d to 1s 4d	1s. 3 15/16d.	1s. 3 15/16d.	1s. 4d.	1s.3 15/16d to 1s.3 29/32d	1s.3
" " Sight	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 3 29/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3
First-class Credits ... ... 3 months'	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4d.	1s. 3 29/32d.	1s. 3
" " " 6 "	1s. 4 5/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4d.	1s. 3 31/32d.	1s. 3
" " " 8 "	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4d.	1s. 4 3/32d.	1s. 4
Documents ... ... 6 "	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 9/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4d.	1s. 4 7/32d.	1s. 4
" " " 6 "	1s. 4 1/2d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4d.	1s. 4 17/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 3/8d.	1s. 4 1/4d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4d.	1s. 4 5/16d.	1s. 4
Paris Franc Mercantile Bills 3 "	1/71	1/70⅞	1/70⅞	1/70⅞	1/70 1/4	1/70 1/2.	1/70 1/2	1/70⅞	1/71⅛	1/71⅛	1/71 3/4	1/71⅛	1/70	1/71⅛	1/71⅛	1/71⅛	1/70⅞	1/70⅞	1/70⅞	1/70	1/70⅞	1/69⅝	1/69 1/16 to 1/69 1/8	1/69 1/
On Calcutta Bank Telegraphic Transfer ...	100 1/8	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16 to 100 1/16	100 1/16 to 100 1/8	100 1/16	100 1/32,to 100 1/16	100 1/16	100 1/16	100 1/16 to 100 1/8	100 1/16	100 1/16	100 1/
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
On China Mercantile Bills, 30 days' Sight ... ... { per 100 Dollars. H.	132 0 0	132 0 0	131 12 0	132 0 0	129 4 0	129 4 0	130 4 0	130 4 0	127 4 0	127 0 0	127 12 0	129 0 0	131 0 0	129 8 0	130 12 0	131 8 0	132 0 0	133 8 0	133 8 0	133 8 0	133 8 0	134 0 0	133 12 0	133
" " " " 100 Taels.	175 8 0	175 8 0	175 12 0	176 8 0	172 12 0	172 8 0	175 0 0	174 8 0	170 8 0	170 4 0	170 8 0	173 0 0	175 8 0	174 0 0	176 0 0	176 12 0	178 0 0	179 0 0	179 12 0	178 12 0	179 8 0	180 0 0	179 12 0	179
" " " " 100 Yens.	149 12 0	150 0 0	150 0 0	150 0 0	149 12 0	150 0 0	150 0 0	150 0 0	149 0 0	149 0 0	149 12 0	149 12 0	149 12 0	149 8 0	149 8 0	149 8 0	149 8 0	150 0 0	150 12 0	151 0 0	152 0 0	151 4 0	151 8 0	151
English Bar Gold, 100 touch (per tola) ...	24 0 0	24 0 0	23 15 0	24 0 0	23 15 6	23 15 6	23 15 6	23 15 6	23 15 9	24 0 0	23 15 9	24 0 0	24 0 0	24 1 0	24 2 0	24 3 0	24 2 0	24 1 0	24 2 0	24 2 0	24 2 0	24 2 0	24 2 0	24
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 2 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15
Bar Silver (Ex. Duty)... ... ... {	60 6 0 Rdy.	60 12 0 Rdy.	60 14 0 Rdy.	60 11 0 Rdy.	59 14 0 Rdy.	59 14 0 Rdy.	60 11 0 Rdy.	60 11 0 Rdy.	59 10 0 Rdy.	58 15 0 Rdy.	59 12 0 Rdy.	60 6 0 Rdy.	60 13 0 Rdy.	60 13 0 Rdy.	62 10 0 Rdy.	63 0 0 Rdy.	62 15 0 Rdy.	63 3 0 Rdy.	62 15 0 Rdy.	63 1 0 Rdy.	63 4 0 Rdy.	63 3 0 Rdy. Rs	62 12 0 Rdy.	Rs. 63
	60 13 0 Fwd.	61 1 0 Fwd.	61 4 0 Fwd.	61 0 0 Fwd.	59 12 0 Fwd.	60 14 0 Fwd.	60 13 0 Fwd.	60 8 0 Fwd.	58 2 0 Fwd.	59 4 0 Fwd.	60 1 0 Fwd.	60 12 0 Fwd.	61 11 0 Fwd.	61 8 0 Fwd.	62 14 0 Fwd.	63 0 0 Fwd.	63 4 0 Fwd.	63 9 0 Fwd.	63 4 0 Fwd.	63 6 0 Fwd.	63 9 0 Fwd.	63 9 0 Fwd.	63 9 0 Fwd.	Rs. 63 2 0 Fwd.	Rs. 63
RATES OF DISCOUNT.																								
Bank Rate of Discount on Private Bills, 60 days' Sight	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	8 per cent.	8 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 to 6 per cent.	7 to 6 per cent.	7 to 6 per cent.	6 per cent.	6 per cent.	6 per cent.	5 per cent.	5 per cent.	4 per c
Bank Rate of Interest on Demand Loans on Government Securities	6 "	6 "	6 "	6 "	6 "	6 "	6 "	6 "	7 "	7 "	7 "	7 "	7 "	7 "	6 "	7 "	7 "	7 "	6 "	6 "	6 "	5 "	5 "	5
Rate of interest in the Open Market on Government Paper	5½ "	5 "	5 "	5 "	4 to 5 "	5 "	6 to 6 "	6 "	7 "	7 "	7 "	7 "	6 to 7 "	6 "	6 "	6 "	5 "	5 "	4 "	4 "	4 "	3½ "	3½ "	3
GOVERNMENT SECURITIES																								
Three-and-a-half per cent.	Rs. 93 10 0	Rs. 93 14 0	Rs. 94 3 0	Rs. 94 1 0	Rs. 93 15 0	Rs. 93 13 0	Rs. 93 15 0	Rs. 93 13 0	Rs. 93 8 0	Rs. 93 14 0	Rs. 93 10 0	Rs. 93 11 0	Rs. 94 0 0	Rs. 94 8 0	Rs. 94 7 0	Rs. 94 8 0	Rs. 94 9 0	Rs. 94 15 0	Rs. 95 4 0	Rs. 95 4 0	Rs. 95 5 0	Rs. 95 7 0	Rs. 95 5 0	Rs. 95
Three per cent.	" 78 0 0	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 78 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0 Nom.	Rs. 80 0 0	" 80 0 0 Nom.	Rs. 80
Government Paper enfaced for London ...	1,05,000	*Nil.*	50,000	*Nil.*	*Nil.*	50,000	*Nil.*	25,000	*Nil.*	1,50,000	*Nil.*	15,000	21,700	23,000	*Nil.*	31,500	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	25,000	*Nil.*	1,0
Government Paper enfaced from London to Bombay	1,00,000	Rs 20,000	1,58,000	*Nil.*	Rs. 1,75,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	38,000	*Nil.*	*Nil.*	3,500	50,000	Rs. 3,00,000	*Nil.*	Rs. 1,07,000	*Nil.*	Rs. 4,00,000	Rs. 1,00,000	Rs. 49,72,500	16,50,000	Rs. 402,000	10
IMPORTS																								
PIECE-GOODS—																								
7 lbs. 28in. 37½ yds. Grey Shirtings (per piece) ...	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6	Rs. 4 0 6	Rs 4 0 6	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 1 6	Rs. 3 14 0	Rs. 3 14 0	Rs. 3 14 6	Rs. 3 15 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 1 0	Rs. 4
8 lbs. 38in. 37½ to 38 yds. " " (")	" 4 3 6	" 4 3 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 2 6	" 4 3 0	" 4 3 0	" 4 3 6	" 4 4 0	" 4 4 0	" 4 4 6	" 4 5 0	" 4 5 0	" 4 5 0	" 4 5 0	" 4 5 0	" 4 5 0	" 4 5 0	" 4 5 0	" 4 10 0	" 4
No. 40s Water Twist (per lb.) ...	As. 12½ to 12¾	As. 12¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11¾ to 12¾	As. 11 to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 11¾	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 11
No. 30s Water (")	" 11¼ to 12	" 11¼ to 12	" 11¼ to 11¾	" 11¼ to 11¾	" 11¼ to 11¾	" 11¼ to 11¾	" 11¼ to 11¾	" 11¼ to 11¾	" 11 to 11¾	" 10 to 11	" 10 to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½
Copper Braziers (in bundles) per cwt. ...	Rs. 56 8 0	Rs. 57 0 0	Rs. 57 0 0	Rs. 57 0 0	Rs. 56 8 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 8 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 55 12 0	Rs. 55 12 0	Rs. 55 2 0	Rs. 55 0 0	Rs. 55 8 0	Rs. 55 4 0	Rs. 54 12 0	Rs. 54 12 0	Rs. 54 12 0	Rs. 54 8 0	Rs. 54 12 0	Rs. 55 0 0	Rs. 5
Yellow Metal (")	" 46 8 0	" 47 0 0	" 47 0 0	" 47 0 0	" 46 12 0	" 46 8 0	" 46 4 0	" 46 4 0	" 46 0 0	" 46 0 0	" 46 0 0	" 45 4 0	" 45 4 0	" 45 0 0	" 45 8 0	" 45 4 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 4
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 32 0 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 3
Basic Steel (")	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 29 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 0 0	" 31 4 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 31 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 3
Swedish Bar Iron (")	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 59 0 0	" 59 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	60-0-0 to 60-0-0	" 58-0-0 to 60-0 0	" 58 0 0	" 61 0 0	" 61 0 0	" 62 0 0	" 62 0 0	" 63 0 0	" 62 0 0	" 60 0 0	" 6
Sugar, Ordinary Crystals Beet (per cwt. Ex Godown)	" 11 12 6	" 12 0 0	" 12 2 0	" 12 2 0	" 12 4 0	" 12 6 0	" 12 8 0	" 13 0 0	" 13 0 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 8 0	" 13 8 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 12 14 0	" 1
Do. Mauritius Ordinary Grains, D to J (per cwt Ex. Godown)	" Rs.11 3 0 to 11 7 0	" 11 4 0	" 11 4 0	" 11-4-0 to 11-7-0	" 11-4-0 to 11-7-0	" 11-4-0 to 11-7-0	" 11-7-0 to 11-9-0	" 11-8-0 to 11-10-0	" 11-14-0 to 12-0-0	" 11-14-0 to 12-0-0	" 12-4-0 to 12-8-0	" 12 4-0 to 12-7-0	" 12-4-0 to 12-7-0	" 12-3-0 to 12-6-0	" 12-3-0 to 12-7-0	" 12-3-0 to 12-6-0	" 12-3-0 to 12-6-0	" 12-20 to 12-4-0	" 12-2 0 to 12-4-0	" 11-14-0 to 12-2-0	" 11-14-0 to 12-2-0	" 11-14-0 to 12-2-0	" 11-
Do. China, Best Soft, White (per cwt. Ex Godown.)	Rs. 12 11 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13 2 0	" 13
Davison's Lynch Hartley Coal (per ton) alongside.	" 15 4. 0 Rdy.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 0 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 4 0 Rdy.	" 15 0 0 Rdy.	" 14 4 0 Rdy.	" 14 0 0 Rdy.	" 14 4 0 Rdy.	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 14 12 0 Fwd.	" 15 0 0 Rdy.	" 15 0 0 Rdy.	" 14-
Cardiff	" 18 0 0	" 18 0 0	" 18 0 0	" 18-0-0 to 18-0-0	" 18 0 0	" 18 0 0	" 18 0 0	" 18 0 0	" 18 4 0	" 18 0 0	" 18 0 0	" 20 8 0	" 19-8 to 20-0	" 18 12 0	" 18 0 0	" 18 8 0	" 18 8 0	" 18 0 0	" 18 0 0	" 18 8 0	" 18 8 0	" 18 8 0	" 18 8 0	" 18
Dosharghur (Bengal) " " " ...	" 18 8 0	" 18 8 0	" 18 8 0	" 18-4-0 to 18 8 0	" 18 4 0	" 18-1-0to18-8-0	" 18-4 0 to 18-8-0	" 18 4 0	" 18 4 0	" 18 4 0	" 18 4 0	" 18 4 0	" 18-2 to 18-4	" 18 0 0	" 18 2 0	" 18 2 0	" 18 2 0	" 18 0 0	" 18-2 to 18-4	" 18 8 0	" 18 4 0 Rdy.	" 18 to 18-4 Rdy.	Rs. 18 0 0 Rdy.	" 18
Shaw's Best Steam " " " ...	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	Rs. 18 4 0 Rdy.	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15 0 0	" 15
" Ordinary " " " ...	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14 0 0	" 14
Jardine's " " " ...	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 11 8 0	" 12 0 0	" 12 0 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 8 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11 12 0	" 11
Seebpore " " " ...	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	15-1-0to13-8-0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 4 0	" 13 2 0	11-12-0 to 12-0 0	" 12 0 0	" 12 0 0	" 13 0 0	" 12-12 to 13-0	Rs. 13 0 0 Rdy.	" 13 0 0	" 13 0 0	" 13 0 0	" 13
Natal (St. George's and Dundee) "	" 14 8 0	" 15 4 0 Fwd.	" 15 10 0 Fwd.	" 15 4 0 "	" 15 8 0 "	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 16
EXPORTS.																								
COTTON—																								
(Full-pressed ; per candy of 784 lbs.)—																								
H. G. Bengals (Railway Terms.) ... Fine	Rs. 251, 1st to 25th Jan.	Rs. 252, Jan.	Rs. 255 Rdy.	Rs. 254 Rdy.	Rs. 252 Rdy.	Rs. 260 Rdy.	Rs. 256 Rdy.	Rs. 256 Rdy.	Rs. 259 Rdy.	Rs. 259 Rdy.	Rs. 264 Rdy.	Rs. 265 Rdy.	Rs. 271 Rdy.	" 268 Rdy.	Rs. 266 Rdy.	Rs. 266 Rdy.	Rs. 263 Rdy.	Rs. 260, 1st to 25th May.	Rs. 270 Rdy.	Rs. 268 Rdy.	Rs. 269 Rdy.	Rs. 268 Rdy.	Rs. 258 Rdy.	Rs.
" " " " F.G.	" 239 "	" 240 "	" 245 "	" 244 "	" 242 "	" 239 "	" 246 "	" 244 "	" 247 "	" 247 "	" 252 "	" 253 "	" 259 "	" 256 "	" 258 "	" 258 "	" 251 "	" 250 "	" 258 "	" 251 "	" 248 "	" 247 "	" 247 "	"
" " " Rajputana Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 266 "	.....	" 273 "	" 270 "	" 268 "	" 266 "	" 266 "	" 271 "	" 265 "	" 260 "	" 261 "	" 260 "	" 261 "	"
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 260 "	" 258 "	" 255 "	" 255 "	" 253 "	" 253 "	" 259 "	" 254 "	" 250 "	" 250 "	" 250 "	"
M. G. " " " " Fine	Rs. 264, 1st to 25th Jan.	Rs. 261, Jan.	Rs. 268 Rdy.	Rs. 267 Rdy.	Rs. 266 Rdy.	Rs. 273 "	Rs. 272 Rdy.	Rs. 272 Rdy.	Rs. 275 Rdy.	Rs. 276 Rdy.	Rs. 281 "	Rs. 288 Rdy.	" 291 "	" 288 "	" 285 "	" 287 "	" 283 "	" 284 "	" 288 "	" 288 "	" 284 "	" 284 "	" 284 "	"
" " " " F.G.	" 251 "	" 248 "	" 254 "	" 254 "	" 253 "	" 260 "	" 257 "	" 257 "	" 260 "	" 261 "	" 266 "	" 268 "	" 276 "	" 273 "	" 270 "	" 272 "	" 268 "	" 269 "	" 273 "	" 272 "	" 268 "	" 268 "	" 268 "	"
" " " Rajputana Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 283 "	.....	" 298 "	" 290 "	" 286 "	.....	.....	.....	" 290 "	.....	.....	.....	.....	.....	
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 278 "	" 275 "	" 270 "	.....	.....	.....	" 275 "	.....	.....	.....	.....	.....	
" Seind-Punjab " " " ... Fine	Rs. 261, 1st to 25th Jan.	Rs. 258, Jan.	Rs. 264 Rdy.	Rs. 261 Rdy.	Rs. 263 Rdy.	Rs. 270 Rdy.	Rs. 270 Rdy.	Rs. 268 Rdy.	Rs. 271 Rdy.	Rs. 272 Rdy.	Rs. 277 "	Rs. 280 Rdy.	" 288 "	" 285 "	" 282 "	Rs. 281, 1 to 25 May	Rs. 279 Rdy.	Rs. 280, 1st to 25th May.	" 256 "	Rs. 284 Rdy.	Rs. 280 Rdy.	Rs. 278 Rdy.	Rs. 277 Rdy.	Rs.
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" Khandesh " " " ... Fine	Rs. 266, 1st to 25th Jan.	" 264 "	" 270 "	" 270 "	" 265 "	" 275 "	" 277 "	" 277 "	" 282 "	" 287 "	" 287 "	" 294 "	" 290 "	" 288 "	Rs. 286 Rdy.	" 284 "	" 284 "	" 291 "	" 286 "	" 287 "	" 285 "	" 284 "	" 284 "	"
" " " " F.G.	" 250 "	" 257 "	" 263 "	" 263 "	" 263 "	" 268 "	" 270 "	" 269 "	" 274 "	Rs. 273 "	" 278 "	" 279 "	" 286 "	" 282 "	" 280 "	" 276 "	" 274 "	" 274 "	" 281 "	" 278 "	" 277 "	" 271 "	" 274 "	"
" Dhamangaum, Poolgaum ... Fine	" 289 "	" 287 "	" 290 "	" 292 "	" 293 "	" 296 "	" 300 "	" 301 "	" 308 "	" 305 "	" 308 "	" 309 "	" 314 "	" 309 "	" 307 "	" 307 "	" 302 "	" 301 "	" 306 "	" 305 "	" 304 "	" 297 "	" 296 "	"
" " " " F.G.	.....	" 279 "	.....	.....	" 294 "	" 298 "	" 298 "	" 298 "	" 298 "	" 298 "	" 298 "	" 301 "	" 301 "	" 298 "	" 298 "	" 295 "	" 296 "	" 295 "	" 298 "	" 297 "	" 296 "	" 296 "	" 296 "	"
" Nagpur, Kamptee ... ... Fine	Rs. 299, 1st to 25th Jan.	" 300 "	Rs. 300 Rdy.	.....	" 303 "	.....	" 311 "	" 312 "	" 318 "	" 318 "	" 321 "	" 320 "	" 326 "	" 320 "	" 315 "	" 310 "	" 310 "	" 310 "	" 315 "	" 313 "	" 311 "	.....	Rs. 307 Rdy.	"
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" Oomrawattee (descriptions) ... Fine	Rs. 281, 1st to 25th Jan.	" 280 "	Rs. 286 Rdy.	.....	" 295 "	" 294 "	" 300 "	" 303 "	" 310 "	" 310 "	" 318 "	" 312 "	" 318 "	" 312 "	" 307 "	" 298 "	" 302 "	" 302 "	" 307 "	" 305 "	" 303 "	.....	" 294 "	
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" Akola, Khamgaum, Karanja (Fair Staple)... Fine	Rs. 279, 1st to 25th Jan.	" 278 "	Rs. 286 Rdy.	" 285 "	" 284 "	" 292 "	" 294 "	" 296 "	" 300 "	" 300 "	" 305 "	Rs. 305 Rdy.	" 312 "	" 305 "	" 301 "	" 296 "	" 294 "	" 295 "	" 301 "	" 301 Rdy.	" 302 "	Rs. 297 Rdy.	" 294 Nom	
" " " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" Oomra (Good Staple) ... ... Fine	" 285, 1st to 25th Jan.	.....	.....	.....	.....	" 277 "	" 276 "	" 276 "	" 284 "	" 286 "	" 288 "	" 291 "	" 292 "	" 295 "	" 297 "	" 304 "	" 297 "	" 293 "	" 288 "	" 286 "	" 287 "	" 293 "	" 298 "	" 294 "	
" " " " F.G.	.....	.....	Rs. 285 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs.

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1910.

	Week ending 7th January.	Week ending 14th January.	Week ending 21st January.	Week ending 28th January.	Week ending 4th February.	Week ending 11th February.	Week ending 18th February.	Week ending 25th February.	Week ending 4th March.	Week ending 11th March.	Week ending 18th March.	Week ending 24th March.	Week ending 1st April.	Week ending 8th April.	Week ending 15th April.	Week ending 22nd April.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	8/32d	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4¼d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
	3/32d.	1s. 4 2/32d.	1s. 4 1/16d.	1s. 4 2/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
	5/32d.	1s. 4 3/32d.	1s. 4 2/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 1/4d. to 1s. 4 3/8d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 3/16d.
	6/32d.	1s. 4 4/32d.	1s. 4 3/32d.	1s. 4 4/32d.	1s. 4 4/32d.	1s. 4 5/32d.	1s. 4 6/32d.	1s. 4 4/32d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 4/8d. to 1s. 4 5/8d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/4d.	1s. 4 1/16d.	1s. 4 3/16d.
	7/32d.	1s. 4 5/32d.	1s. 4 4/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 6/32d.	1s. 4 7/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 7/16d.	1s. 4 4½d. to 1s. 4¾d.	1s. 4 1/4d.	1s. 4 1/8d.	1s. 4 5/16d.	1s. 4 1/8d.	1s. 4 1/4d.
	8/32d.	1s. 4 6/32d.	1s. 4 5/32d.	1s. 4 6/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 8/32d.	1s. 4 6/32d.	1s. 4 11/32d.	1s. 4 7/16d.	1s. 4 4¾d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 5/16d.
	9/32d.	1s. 4 7/32d.	1s. 4 6/32d.	1s. 4 7/32d.	1s. 4 8/32d.	1s. 4 8/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 6/32d.	1s. 4 5/32d.	1s. 4 6/32d.
	10/32d.	1s. 4 8/32d.	1s. 4 7/32d.	1s. 4 8/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 10/32d.	1s. 4 8/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 8/32d.	1s. 4 7/32d.	1s. 4 6/32d.	1s. 4 7/32d.
	11/32d.	1s. 4 9/32d.	1s. 4 8/32d.	1s. 4 9/32d.	1s. 4 10/32d.	1s. 4 10/32d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 8/32d.	1s. 4 7/32d.	1s. 4 8/32d.
	12/32d.	1s. 4 10/32d.	1s. 4 9/32d.	1s. 4 10/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 12/32d.	1s. 4 10/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 10/32d.	1s. 4 9/32d.	1s. 4 8/32d.	1s. 4 9/32d.
	13/32d.	1s. 4 11/32d.	1s. 4 10/32d.	1s. 4 11/32d.	1s. 4 12/32d.	1s. 4 12/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 10/32d.	1s. 4 9/32d.	1s. 4 10/32d.
	14/32d.	1s. 4 12/32d.	1s. 4 11/32d.	1s. 4 12/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 14/32d.	1s. 4 12/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 12/32d.	1s. 4 11/32d.	1s. 4 10/32d.	1s. 4 11/32d.
	15/32d.	1s. 4 13/32d.	1s. 4 12/32d.	1s. 4 13/32d.	1s. 4 14/32d.	1s. 4 14/32d.	1s. 4 15/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4 12/32d.	1s. 4 11/32d.	1s. 4 12/32d.
	16/32d.	1s. 4 14/32d.	1s. 4 13/32d.	1s. 4 14/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 16/32d.	1s. 4 14/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 14/32d.	1s. 4 13/32d.	1s. 4 12/32d.	1s. 4 13/32d.
	17/32d.	1s. 4 15/32d.	1s. 4 14/32d.	1s. 4 15/32d.	1s. 4 16/32d.	1s. 4 16/32d.	1s. 4 17/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 15/32d.	1s. 4 14/32d.	1s. 4 13/32d.	1s. 4 14/32d.
	18/32d.	1s. 4 16/32d.	1s. 4 15/32d.	1s. 4 16/32d.	1s. 4 17/32d.	1s. 4 17/32d.	1s. 4 18/32d.	1s. 4 16/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 16/32d.	1s. 4 15/32d.	1s. 4 14/32d.	1s. 4 15/32d.
	19/32d.	1s. 4 17/32d.	1s. 4 16/32d.	1s. 4 17/32d.	1s. 4 18/32d.	1s. 4 18/32d.	1s. 4 19/32d.	1s. 4 17/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 17/32d.	1s. 4 16/32d.	1s. 4 15/32d.	1s. 4 16/32d.
	20/32d.	1s. 4 18/32d.	1s. 4 17/32d.	1s. 4 18/32d.	1s. 4 19/32d.	1s. 4 19/32d.	1s. 4 20/32d.	1s. 4 18/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 18/32d.	1s. 4 17/32d.	1s. 4 16/32d.	1s. 4 17/32d.
	21/32d.	1s. 4 19/32d.	1s. 4 18/32d.	1s. 4 19/32d.	1s. 4 20/32d.	1s. 4 20/32d.	1s. 4 21/32d.	1s. 4 19/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 19/32d.	1s. 4 18/32d.	1s. 4 17/32d.	1s. 4 18/32d.
	22/32d.	1s. 4 20/32d.	1s. 4 19/32d.	1s. 4 20/32d.	1s. 4 21/32d.	1s. 4 21/32d.	1s. 4 22/32d.	1s. 4 20/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 20/32d.	1s. 4 19/32d.	1s. 4 18/32d.	1s. 4 19/32d.
	23/32d.	1s. 4 21/32d.	1s. 4 20/32d.	1s. 4 21/32d.	1s. 4 22/32d.	1s. 4 22/32d.	1s. 4 23/32d.	1s. 4 21/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 21/32d.	1s. 4 20/32d.	1s. 4 19/32d.	1s. 4 20/32d.
	24/32d.	1s. 4 22/32d.	1s. 4 21/32d.	1s. 4 22/32d.	1s. 4 23/32d.	1s. 4 23/32d.	1s. 4 24/32d.	1s. 4 22/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 22/32d.	1s. 4 21/32d.	1s. 4 20/32d.	1s. 4 21/32d.
	25/32d.	1s. 4 23/32d.	1s. 4 22/32d.	1s. 4 23/32d.	1s. 4 24/32d.	1s. 4 24/32d.	1s. 4 25/32d.	1s. 4 23/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 23/32d.	1s. 4 22/32d.	1s. 4 21/32d.	1s. 4 22/32d.
	26/32d.	1s. 4 24/32d.	1s. 4 23/32d.	1s. 4 24/32d.	1s. 4 25/32d.	1s. 4 25/32d.	1s. 4 26/32d.	1s. 4 24/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 24/32d.	1s. 4 23/32d.	1s. 4 22/32d.	1s. 4 23/32d.
	27/32d.	1s. 4 25/32d.	1s. 4 24/32d.	1s. 4 25/32d.	1s. 4 26/32d.	1s. 4 26/32d.	1s. 4 27/32d.	1s. 4 25/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 25/32d.	1s. 4 24/32d.	1s. 4 23/32d.	1s. 4 24/32d.
	28/32d.	1s. 4 26/32d.	1s. 4 25/32d.	1s. 4 26/32d.	1s. 4 27/32d.	1s. 4 27/32d.	1s. 4 28/32d.	1s. 4 26/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 26/32d.	1s. 4 25/32d.	1s. 4 24/32d.	1s. 4 25/32d.
	29/32d.	1s. 4 27/32d.	1s. 4 26/32d.	1s. 4 27/32d.	1s. 4 28/32d.	1s. 4 28/32d.	1s. 4 29/32d.	1s. 4 27/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 27/32d.	1s. 4 26/32d.	1s. 4 25/32d.	1s. 4 26/32d.
	30/32d.	1s. 4 28/32d.	1s. 4 27/32d.	1s. 4 28/32d.	1s. 4 29/32d.	1s. 4 29/32d.	1s. 4 30/32d.	1s. 4 28/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 28/32d.	1s. 4 27/32d.	1s. 4 26/32d.	1s. 4 27/32d.
	31/32d.	1s. 4 29/32d.	1s. 4 28/32d.	1s. 4 29/32d.	1s. 4 30/32d.	1s. 4 30/32d.	1s. 4 31/32d.	1s. 4 29/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 29/32d.	1s. 4 28/32d.	1s. 4 27/32d.	1s. 4 28/32d.
	32/32d.	1s. 4 30/32d.	1s. 4 29/32d.	1s. 4 30/32d.	1s. 4 31/32d.	1s. 4 31/32d.	1s. 4 32/32d.	1s. 4 30/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 30/32d.	1s. 4 29/32d.	1s. 4 28/32d.	1s. 4 29/32d.
	33/32d.	1s. 4 31/32d.	1s. 4 30/32d.	1s. 4 31/32d.	1s. 4 32/32d.	1s. 4 32/32d.	1s. 4 33/32d.	1s. 4 31/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 4 31/32d.	1s. 4 30/32d.	1s. 4 29/32d.	1s. 4 30/32d.
	34/32d.	1s. 5 32/32d.	1s. 4 31/32d.	1s. 5 32/32d.	1s. 4 33/32d.	1s. 4 33/32d.	1s. 5 34/32d.	1s. 5 32/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 32/32d.	1s. 4 31/32d.	1s. 4 30/32d.	1s. 4 31/32d.
	35/32d.	1s. 5 33/32d.	1s. 5 32/32d.	1s. 5 33/32d.	1s. 4 34/32d.	1s. 4 34/32d.	1s. 5 35/32d.	1s. 5 33/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 33/32d.	1s. 5 32/32d.	1s. 4 31/32d.	1s. 5 32/32d.
	36/32d.	1s. 5 34/32d.	1s. 5 33/32d.	1s. 5 34/32d.	1s. 4 35/32d.	1s. 4 35/32d.	1s. 5 36/32d.	1s. 5 34/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 34/32d.	1s. 5 33/32d.	1s. 5 32/32d.	1s. 5 33/32d.
	37/32d.	1s. 5 35/32d.	1s. 5 34/32d.	1s. 5 35/32d.	1s. 4 36/32d.	1s. 4 36/32d.	1s. 5 37/32d.	1s. 5 35/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 35/32d.	1s. 5 34/32d.	1s. 5 33/32d.	1s. 5 34/32d.
	38/32d.	1s. 5 36/32d.	1s. 5 35/32d.	1s. 5 36/32d.	1s. 4 37/32d.	1s. 4 37/32d.	1s. 5 38/32d.	1s. 5 36/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 36/32d.	1s. 5 35/32d.	1s. 5 34/32d.	1s. 5 35/32d.
	39/32d.	1s. 5 37/32d.	1s. 5 36/32d.	1s. 5 37/32d.	1s. 4 38/32d.	1s. 4 38/32d.	1s. 5 39/32d.	1s. 5 37/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 37/32d.	1s. 5 36/32d.	1s. 5 35/32d.	1s. 5 36/32d.
	40/32d.	1s. 5 38/32d.	1s. 5 37/32d.	1s. 5 38/32d.	1s. 4 39/32d.	1s. 4 39/32d.	1s. 5 40/32d.	1s. 5 38/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 38/32d.	1s. 5 37/32d.	1s. 5 36/32d.	1s. 5 37/32d.
	41/32d.	1s. 5 39/32d.	1s. 5 38/32d.	1s. 5 39/32d.	1s. 4 40/32d.	1s. 4 40/32d.	1s. 5 41/32d.	1s. 5 39/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 39/32d.	1s. 5 38/32d.	1s. 5 37/32d.	1s. 5 38/32d.
	42/32d.	1s. 5 40/32d.	1s. 5 39/32d.	1s. 5 40/32d.	1s. 4 41/32d.	1s. 4 41/32d.	1s. 5 42/32d.	1s. 5 40/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 40/32d.	1s. 5 39/32d.	1s. 5 38/32d.	1s. 5 39/32d.
	43/32d.	1s. 5 41/32d.	1s. 5 40/32d.	1s. 5 41/32d.	1s. 4 42/32d.	1s. 4 42/32d.	1s. 5 43/32d.	1s. 5 41/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 41/32d.	1s. 5 40/32d.	1s. 5 39/32d.	1s. 5 40/32d.
	44/32d.	1s. 5 42/32d.	1s. 5 41/32d.	1s. 5 42/32d.	1s. 4 43/32d.	1s. 4 43/32d.	1s. 5 44/32d.	1s. 5 42/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 42/32d.	1s. 5 41/32d.	1s. 5 40/32d.	1s. 5 41/32d.
	45/32d.	1s. 5 43/32d.	1s. 5 42/32d.	1s. 5 43/32d.	1s. 4 44/32d.	1s. 4 44/32d.	1s. 5 45/32d.	1s. 5 43/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 43/32d.	1s. 5 42/32d.	1s. 5 41/32d.	1s. 5 42/32d.
	46/32d.	1s. 5 44/32d.	1s. 5 43/32d.	1s. 5 44/32d.	1s. 4 45/32d.	1s. 4 45/32d.	1s. 5 46/32d.	1s. 5 44/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 44/32d.	1s. 5 43/32d.	1s. 5 42/32d.	1s. 5 43/32d.
	47/32d.	1s. 5 45/32d.	1s. 5 44/32d.	1s. 5 45/32d.	1s. 4 46/32d.	1s. 4 46/32d.	1s. 5 47/32d.	1s. 5 45/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 45/32d.	1s. 5 44/32d.	1s. 5 43/32d.	1s. 5 44/32d.
	48/32d.	1s. 5 46/32d.	1s. 5 45/32d.	1s. 5 46/32d.	1s. 4 47/32d.	1s. 4 47/32d.	1s. 5 48/32d.	1s. 5 46/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 46/32d.	1s. 5 45/32d.	1s. 5 44/32d.	1s. 5 45/32d.
	49/32d.	1s. 5 47/32d.	1s. 5 46/32d.	1s. 5 47/32d.	1s. 4 48/32d.	1s. 4 48/32d.	1s. 5 49/32d.	1s. 5 47/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 47/32d.	1s. 5 46/32d.	1s. 5 45/32d.	1s. 5 46/32d.
	50/32d.	1s. 5 48/32d.	1s. 5 47/32d.	1s. 5 48/32d.	1s. 4 49/32d.	1s. 4 49/32d.	1s. 5 50/32d.	1s. 5 48/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 48/32d.	1s. 5 47/32d.	1s. 5 46/32d.	1s. 5 47/32d.
	51/32d.	1s. 5 49/32d.	1s. 5 48/32d.	1s. 5 49/32d.	1s. 4 50/32d.	1s. 4 50/32d.	1s. 5 51/32d.	1s. 5 49/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 49/32d.	1s. 5 48/32d.	1s. 5 47/32d.	1s. 5 48/32d.
	52/32d.	1s. 5 50/32d.	1s. 5 49/32d.	1s. 5 50/32d.	1s. 4 51/32d.	1s. 4 51/32d.	1s. 5 52/32d.	1s. 5 50/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 50/32d.	1s. 5 49/32d.	1s. 5 48/32d.	1s. 5 49/32d.
	53/32d.	1s. 5 51/32d.	1s. 5 50/32d.	1s. 5 51/32d.	1s. 4 52/32d.	1s. 4 52/32d.	1s. 5 53/32d.	1s. 5 51/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 51/32d.	1s. 5 50/32d.	1s. 5 49/32d.	1s. 5 50/32d.
	54/32d.	1s. 5 52/32d.	1s. 5 51/32d.	1s. 5 52/32d.	1s. 4 53/32d.	1s. 4 53/32d.	1s. 5 54/32d.	1s. 5 52/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 52/32d.	1s. 5 51/32d.	1s. 5 50/32d.	1s. 5 51/32d.
	55/32d.	1s. 5 53/32d.	1s. 5 52/32d.	1s. 5 53/32d.	1s. 4 54/32d.	1s. 4 54/32d.	1s. 5 55/32d.	1s. 5 53/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 53/32d.	1s. 5 52/32d.	1s. 5 51/32d.	1s. 5 52/32d.
	56/32d.	1s. 5 54/32d.	1s. 5 53/32d.	1s. 5 54/32d.	1s. 4 55/32d.	1s. 4 55/32d.	1s. 5 56/32d.	1s. 5 54/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 54/32d.	1s. 5 53/32d.	1s. 5 52/32d.	1s. 5 53/32d.
	57/32d.	1s. 5 55/32d.	1s. 5 54/32d.	1s. 5 55/32d.	1s. 4 56/32d.	1s. 4 56/32d.	1s. 5 57/32d.	1s. 5 55/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 55/32d.	1s. 5 54/32d.	1s. 5 53/32d.	1s. 5 54/32d.
	58/32d.	1s. 5 56/32d.	1s. 5 55/32d.	1s. 5 56/32d.	1s. 4 57/32d.	1s. 4 57/32d.	1s. 5 58/32d.	1s. 5 56/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 56/32d.	1s. 5 55/32d.	1s. 5 54/32d.	1s. 5 55/32d.
	59/32d.	1s. 5 57/32d.	1s. 5 56/32d.	1s. 5 57/32d.	1s. 4 58/32d.	1s. 4 58/32d.	1s. 5 59/32d.	1s. 5 57/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 57/32d.	1s. 5 56/32d.	1s. 5 55/32d.	1s. 5 56/32d.
	60/32d.	1s. 5 58/32d.	1s. 5 57/32d.	1s. 5 58/32d.	1s. 4 59/32d.	1s. 4 59/32d.	1s. 6 60/32d.	1s. 5 58/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 58/32d.	1s. 5 57/32d.	1s. 5 56/32d.	1s. 5 57/32d.
	61/32d.	1s. 5 59/32d.	1s. 5 58/32d.	1s. 5 59/32d.	1s. 5 60/32d.	1s. 5 60/32d.	1s. 6 61/32d.	1s. 5 59/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 5 59/32d.	1s. 5 58/32d.	1s. 5 57/32d.	1s. 5 58/32d.
	62/32d.	1s. 6 60/32d.	1s. 5 59/32d.	1s. 6 60/32d.	1s. 5 61/32d.	1s. 5 61/32d.	1s. 6 62/32d.	1s. 6 60/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 60/32d.	1s. 5 59/32d.	1s. 5 58/32d.	1s. 5 59/32d.
	63/32d.	1s. 6 61/32d.	1s. 6 60/32d.	1s. 6 61/32d.	1s. 5 62/32d.	1s. 5 62/32d.	1s. 6 63/32d.	1s. 6 61/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 61/32d.	1s. 6 60/32d.	1s. 5 59/32d.	1s. 6 60/32d.
	64/32d.	1s. 6 62/32d.	1s. 6 61/32d.	1s. 6 62/32d.	1s. 5 63/32d.	1s. 5 63/32d.	1s. 6 64/32d.	1s. 6 62/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 62/32d.	1s. 6 61/32d.	1s. 6 60/32d.	1s. 6 61/32d.
	65/32d.	1s. 6 63/32d.	1s. 6 62/32d.	1s. 6 63/32d.	1s. 5 64/32d.	1s. 5 64/32d.	1s. 6 65/32d.	1s. 6 63/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 63/32d.	1s. 6 62/32d.	1s. 6 61/32d.	1s. 6 62/32d.
	66/32d.	1s. 6 64/32d.	1s. 6 63/32d.	1s. 6 64/32d.	1s. 5 65/32d.	1s. 5 65/32d.	1s. 6 66/32d.	1s. 6 64/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 64/32d.	1s. 6 63/32d.	1s. 6 62/32d.	1s. 6 63/32d.
	67/32d.	1s. 6 65/32d.	1s. 6 64/32d.	1s. 6 65/32d.	1s. 5 66/32d.	1s. 5 66/32d.	1s. 6 67/32d.	1s. 6 65/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 65/32d.	1s. 6 64/32d.	1s. 6 63/32d.	1s. 6 64/32d.
	68/32d.	1s. 6 66/32d.	1s. 6 65/32d.	1s. 6 66/32d.	1s. 5 67/32d.	1s. 5 67/32d.	1s. 6 68/32d.	1s. 6 66/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 66/32d.	1s. 6 65/32d.	1s. 6 64/32d.	1s. 6 65/32d.
	69/32d.	1s. 6 67/32d.	1s. 6 66/32d.	1s. 6 67/32d.	1s. 5 68/32d.	1s. 5 68/32d.	1s. 6 69/32d.	1s. 6 67/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 67/32d.	1s. 6 66/32d.	1s. 6 65/32d.	1s. 6 66/32d.
	70/32d.	1s. 6 68/32d.	1s. 6 67/32d.	1s. 6 68/32d.	1s. 5 69/32d.	1s. 5 69/32d.	1s. 6 70/32d.	1s. 6 68/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 68/32d.	1s. 6 67/32d.	1s. 6 66/32d.	1s. 6 67/32d.
	71/32d.	1s. 6 69/32d.	1s. 6 68/32d.	1s. 6 69/32d.	1s. 5 70/32d.	1s. 5 70/32d.	1s. 6 71/32d.	1s. 6 69/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 69/32d.	1s. 6 68/32d.	1s. 6 67/32d.	1s. 6 68/32d.
	72/32d.	1s. 6 70/32d.	1s. 6 69/32d.	1s. 6 70/32d.	1s. 5 71/32d.	1s. 5 71/32d.	1s. 6 72/32d.	1s. 6 70/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 70/32d.	1s. 6 69/32d.	1s. 6 68/32d.	1s. 6 69/32d.
	73/32d.	1s. 6 71/32d.	1s. 6 70/32d.	1s. 6 71/32d.	1s. 5 72/32d.	1s. 5 72/32d.	1s. 6 73/32d.	1s. 6 71/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 71/32d.	1s. 6 70/32d.	1s. 6 69/32d.	1s. 6 70/32d.
	74/32d.	1s. 6 72/32d.	1s. 6 71/32d.	1s. 6 72/32d.	1s. 5 73/32d.	1s. 5 73/32d.	1s. 6 74/32d.	1s. 6 72/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 72/32d.	1s. 6 71/32d.	1s. 6 70/32d.	1s. 6 71/32d.
	75/32d.	1s. 6 73/32d.	1s. 6 72/32d.	1s. 6 73/32d.	1s. 5 74/32d.	1s. 5 74/32d.	1s. 6 75/32d.	1s. 6 73/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 73/32d.	1s. 6 72/32d.	1s. 6 71/32d.	1s. 6 72/32d.
	76/32d.	1s. 6 74/32d.	1s. 6 73/32d.	1s. 6 74/32d.	1s. 5 75/32d.	1s. 5 75/32d.	1s. 6 76/32d.	1s. 6 74/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 74/32d.	1s. 6 73/32d.	1s. 6 72/32d.	1s. 6 73/32d.
	77/32d.	1s. 6 75/32d.	1s. 6 74/32d.	1s. 6 75/32d.	1s. 5 76/32d.	1s. 5 76/32d.	1s. 6 77/32d.	1s. 6 75/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 75/32d.	1s. 6 74/32d.	1s. 6 73/32d.	1s. 6 74/32d.
	78/32d.	1s. 6 76/32d.	1s. 6 75/32d.	1s. 6 76/32d.	1s. 5 77/32d.	1s. 5 77/32d.	1s. 6 78/32d.	1s. 6 76/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 4¾d.	1s. 4 11/32d.	1s. 6 76/32d.	1s. 6 75/32d.	1s. 6 74/32d.	1s. 6 75/32d.
	79/32d.	1s. 6 77/32d.	1s. 6 76/32d.	1s. 6 77/32d.	1s. 5 78/32

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1910—contd.

QUOTATIONS.	Week ending 8th July.	Week ending 15th July.	Week ending 22nd July.	Week ending 29th July.	Week ending 5th August.	Week ending 12th August.	Week ending 19th August.	Week ending 26th August.	Week ending 2nd September.	Week ending 9th September.	Week ending 16th September.	Week ending 23rd September.	Week ending 30th September.	Week ending 7th October.	Week ending 14th October.	Week ending 21st October.	Week ending 28th October.	Week ending 4th November.	Week ending 11th November.	Week ending 18th November.	Week ending 25th November.	Week ending 2nd December.	Week ending 9th December.	Week ending 16th December.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 1/32d. 1s. 3 1/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d. to 1s. 4d.	1s. 4d. to 1s. 4 1/32d.	1s. 4d. to 1s. 4 1/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d. to 1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
" " Sight	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/16d.	1s. 4d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d to 1s. 4 1/8d.	1s. 4 1/16d. to 1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
" " 3 m'ths' "	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d. to 1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
First Class Credits ... ... 3 " "	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 5/16d. to 1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.
" " " ... ... 6 " "	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 3/8d.	1s. 4 7/32d.	1s. 4 7/32d to 1s. 4 9/32d.	1s. 4 3/8d.	1s. 4 7/16d.	1s. 4 3/8d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 17/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.
Documents ... ... 3 " "	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 7/16d.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.
" " " ... ... 6 " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paris France Mercantile Bills ... 3 " "	1·69⅛	1·69⅛	1·69⅛	1·69⅛	1·70	1·69⅝	1·70	1·70½	1·70½	1·70½	1·70⅝	1·70⅝	1·71	1·71⅛	1·71¼	1·71⅜	1·71⅜	1·71½	1·71⅝	1·72	1·71⅞	1·71⅞	1·71⅞	1·71⅞
On Calcutta Bank, Telegraphic Transfer ...	100 1/32 to 100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bank Bills, { per 100 Dollars.	H. 132 12 0	132 8 0	132 0 0	131 4 0	131 0 0	132 12 0	133 0 0	132 8 0	133 0 0	133 4 0	133 8 0	134 0 0	134 0 0	134 8 0	135 8 0	137 8 0	139 4 0	138 0 0	138 8 0	137 4 0	137 0 0	135 0 0	135 12 0	135 4 0
30 days' Sight. { " 100 Taels ...	S. 177 12 0	177 8 0	177 8 0	175 8 0	174 12 0	178 0 0	178 12 0	178 0 0	178 12 0	178 12 0	178 12 0	179 12 0	180 12 0	182 4 0	185 8 0	188 4 0	187 12 0	186 4 0	187 12 0	187 0 0	185 8 0	184 12 0	185 12 0	185 4 0
60 days' Sight. { " 100 Yens ...	J. 151 0 0	151 0 0	151 0 0	151 4 0	150 12 0	151 0 0	150 12 0	150 8 0	150 12 0	150 8 0	150 8 0	150 8 0	150 4 0	150 0 0	150 0 6	149 8 0	149 12 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0
English Bar Gold, 100 touch (per tola) ...	24 1 6	24 2 0	24 2 6	24 2 6	24 2 6	24 4 0	24 4 0	24 3 0	24 2 0	24 2 0	24 1 0	24 1 0	24 1 0	24 1 6	24 0 6	24 0 6	24 0 6	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 4 0 Sls.	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver (Ex. Duty)	{ 63 10 0 Rdy. 63 10 0 Fwd.	63 10 0 Rdy. 63 11 0 Fwd.	63 10 0 Rdy. 63 11 0 Fwd.	62 3 0 Rdy. 62 2 0 Fwd.	61 12 0 Rdy. 61 14 0 Fwd.	61 12 0 Rdy. 61 14 0 Fwd.	62 1 0 Rdy. 62 3 0 Fwd.	62 0 0 Rdy. 62 4 0 Fwd.	61 8 0 Rdy. 61 11 0 Fwd.	61 12 0 Rdy. 62 2 0 Fwd.	61 12 0 Rdy. 61 15 0 Fwd.	62 7 0 Rdy. 62 9 0 Fwd.	62 10 0 Rdy. 62 14 0 Fwd.	62 15 0 Rdy. 62 14 0 Fwd.	63 6 0 Rdy. 63 9 0 Fwd.	64 14 0 Rdy. 65 2 0 Fwd.	66 1 0 Rdy. 66 4 0 Fwd.	65 5 0 Rdy. 65 11 0 Fwd.	65 14 0 Rdy. 65 15 0 Fwd.	65 6 0 Rdy. 65 10 0 Fwd.	64 9 0 Rdy. 64 14 0 Fwd.	63 11 0 Rdy. 64 2 0 Fwd.	64 2 0 Rdy. 64 6 0 Fwd.	64 2 0 Rdy. 64 7 0 Fwd.
RATES OF DISCOUNT.																								
Bank Rate of Discount on Private Bills, 60 days' Sight	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	4 per cent.	4 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	6 per cent.	6½ per cent.	7 per cent.	7 per cent.	7 per cent.	7½ per cent.	7½ per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	4 "	4 "	4 "	4 "	4 "	5 "	5 "	6 "	6 "	6 "	6 "	7 "
Rate of Interest in the Open Market on Government Paper	2½ "	2 "	2 "	2 "	2 "	2 "	2 "	2 "	1½ "	2 "	2 "	2 "	2 "	3 "	3 "	3 "	3½ "	3½ "	3½ "	4 "	5 "	4 to 5 "	4 to 5 "	5 to 6 "
GOVERNMENT SECURITIES.																								
Three-and-a-half per cent.	Rs. 95 14 0	Rs. 96 0 0	Rs. 96 6 0	Rs. 96 4 0	Rs. 96 6 0	Rs. 96 5 0	Rs. 95 14 0	Rs. 95 8 0	Rs. 95 3 0	Rs. 95 2 0	Rs. 94 12 0	Rs. 94 0 0	Rs. 94 0 0	Rs. 93 11 0	Rs. 93 15 0	Rs. 93 14 0	Rs. 94 3 0	Rs. 93 13 0	Rs. 93 10 6	Rs. 93 11 0	Rs. 94 15 0	Rs. 94 13 0	Rs. 94 13 0	
Three per cent.	" 81 0 0	" 81 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 81 0 0	" 81 0 0	" 81 0 0	" 81 0 0	" 81 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0	" 80 0 0 Nom.	" 80 0 0 Nom.	" 80 0 0
Government Paper enfaced for London	" 5,000	" 7,000	" 50,000	Nil.	" 10,000	" 87,000	" 35,000	" 3,000	" 45,100	Nil.	Nil.	" 25,000	Nil.	Nil.	Nil.	Nil.	" 30,000	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Government Paper enfaced from London to Bombay	" 2,00,000	" 1,75,000	" 10,000	Rs. 1,63,500	" 10,25,000	" 1,00,000	Nil.	" 8,25,100	" 1,50,000	Nil.	" 10,000	Nil.	Rs. 1,00,000	Rs. 2,00,000	Nil.	Nil.	Nil.	Rs. 2,000	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
IMPORTS.																								
FIRCH-GOODS—																								
7lbs. 83in. 37½ yds. Grey Shirtings (per piece)	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 6	Rs. 4 1 0	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 6	Rs. 4 3 0	
8lbs. 36in. 37½ to 38 yds. "	" 4 10 0	" 4 10 0	" 4 10 0	" 4 10 0	" 4 11 6	" 4 12 0	" 4 12 0	" 4 11 6	" 4 12 6	" 4 12 0	" 4 11 6	" 4 12 6	" 4 13 6	" 4 14 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 4 15 0	" 5 0 0	
No. 40s Mule Twist (per lb.)	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 11½ to 12	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12½ to 12⅝	As. 12½ to 12⅝	As. 12½ to 13	As. 12½ to 13	As. 12½ to 13	As. 12½ to 13	As. 12½ to 13½	
No. 40s Water "	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 12	" 11 to 11½	" 11 to 12	" 11 to 12	" 11 to 12	" 11 to 12	
Copper Braziers (in bundles) per cwt. ...	Rs. 52 12 0	Rs. 52 8 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 0 0	Rs. 52 8 0	Rs. 53 0 0	Rs. 53 12 0	Rs. 53 8 0	Rs. 53 4 0	Rs. 53 4 0	Rs. 52 12 0	Rs. 52 8 0	Rs. 53 4 0	Rs. 53 10 0	Rs. 54 4 0	Rs. 54 4 0	Rs. 54 0 0	Rs. 54 10 0	Rs. 54 10 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 0 0	
Yellow Metal "	" 44 0 0	" 43 12 0	" 43 8 0	" 43 8 0	" 45 0 0	" 44 8 0	" 45 0 0	" 44 14 0	" 45 0 0	" 44 14 0	" 44 14 0	" 44 12 0	" 44 12 0	" 44 10 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 44 14 0	
Belgian No. 2 Bar Iron (per candy of 746 lbs.)	" 30 8 0	" 30 8 0	" 29 8 0	" 29 8 0	" 29 8 0	" 29 8 0	" 30 0 0	" 30 0 0	" 30 8 0	" 30 8 0	" 31 0 0	" 31 0 0	" 31 0 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	
Basic Steel " " "	" 30 8 0	" 30 8 0	" 29 8 0	" 29 8 0	" 30 0 0	" 29 8 0	" 30 0 0	" 30 0 0	" 30 8 0	" 30 8 0	" 31 0 0	" 31 0 0	" 31 0 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	" 30 8 0	
Swedish Bar Iron " " "	" 60 0 0	" 60 0 0	" 60 0 0	" 62 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	
Sugar: Ordinary Crystals Best (per cwt. Ex Godown)	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 6 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 10 8 0	" 10 8 0	" 10 8 0	" 10 8 0	" 10 5 0	" 10 5 0	" 10-3-0 to 10-4-0
Do. Mauritius Ordinary Grains, D to J. (per cwt. Ex Godown)	11-8-0 to 11-8-0	11-5-0 to 11-10-0	11-4-0 to 11-9-0	11-4-0 to 11-9-0	11-4-0 to 11-9-0	11-4-0to11-10-0	11-4-0 to 11-10-0	11-4-0 to 11-10-0	11-4-0 to 11-10-0	11-4-0 to 11-10-0	11-4-0 to 11-10-0	11-3-0 to 11-8-0	11-0-0 to 11-5-0	10-4-0to 10-8-0	10-3-0 to 10-7-0	10-2-0 to 10-6-0	9-12-0 to 10-2-0	9-8-0 to 9-14-0	9-11-0 to 10-0-0	9-14-0 to 10-0-0	9-12-0 to 9-14-0	9-12-0 to 9-14-0	9-12-0 to 9-14-0	
Do. China Best Soft White (per cwt. ...	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 12 14 0	" 12 12 0	" 12 10 0	" 12 10 0	" 12 10 0	" 12 10 0	" 12 10 0	" 12 10 0	" 12 10 0	
Davison's West Hartley Coal (per ton) alongside.	" 15 0 0 Fwd.	" 15 0 0 Fwd.	" 15 0 0 Fwd.	" 15 0 0 Fwd.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 0 0 Rdy.	" 15 8 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 12 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0 Rdy.	" 14 8 0 Rdy.	
Cardiff " " "	" 18 12 0 "	" 18 12 0 "	" 18 12 0 "	" 18 8 0 "	" 19 0 0 "	" 18 8 0 "	" 18 8 0 "	" 19 0 0 "	" 18 8 0 "	" 18 8 0 "	" 18 8 0 "	" 18 8 0 "	" 18 4 0 "	" 18 4 0 "	" 18 4 0 "	" 18 4 0 "	" 18 4 0 "	" 18-8-0 Rdy.	" 18-8-0 Rdy.	" 19 0 0 Nom.	" 19 0 0 Nom.	" 19 0 0 Nom.	" 19 0 0 Nom.	
Desharaj " (Beogal) " "	" 12 8 0 Rdy.	" 12 8 0 Rdy.	" 12 8 0 Rdy.	" 12 8 0 Rdy.	" 12 12 0 "	" 12 12 0 "	" 13 0 0 "	" 12 12 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 12 12 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	" 13 0 0 "	
Shaw's Best Steam " " "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	
Do. Ordinary " " "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	
Jardine's " " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Seabpore " " "	Rs. 12 8 0 Fwd.	Rs. 12 4 0 Rdy.	Rs. 12 4 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 11 12 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 12 12 0 Rdy.	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	Rs. 12 12 0 "	
Natal (St. George's & Dundee) " " "	" 16 0 0 "	" 16 0 0 "	" 15 0 0 "	" 16 0 0 "	" 16 0 0 "	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Fwd.
EXPORTS.																								
COTTON—																								
(Full-pressed; per candy of 784 lbs.)—																								
H. G. Bengals (Railway Terms)	Rs. 256 Rdy.	Rs. 256 Rdy.	Rs. 265 Nom. Rdy.	Rs. 270 Nom. Rdy	Rs. 265 Rdy.	Rs. 268 Nom. Rdy.	Rs. 266 Rdy.	Rs. 274 Rdy.	Rs. 270 Rdy. Nom.	Rs. 270 Rdy.	Rs. 268 Rdy. Nom.	Rs. 240, 25th Jan.	Rs. 245 1-25th Jan.	.....	Rs. 263, 1-25th Jan.	Rs. 269, 1-25th Jan.	.....	.....	.....	Rs. 265, 1-25th Jan.	Rs. 257, 1-26th Jan.	Rs. 274, 1-25th Jan.	Rs. 292, 1-26th Dec.	Rs. 276, 10-25th Jan.	Rs. 286, 10-25th Jan.
" " " Light Seeds	" 257 "	" 244 F.G.	" 255 Rdy.	" 255 Rdy.	" 250 "	" 255 Rdy.	" 255 Rdy.	" 270 Nom. Rdy.	" 260 "	" 270 "	" 258 "	" 260 "	" 265 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " Rajputana. Fine. ...	" 257 "	" 256 "	.....	" 270 Nom. Rdy.	" 265 "	" 270 "	" 258 "	" 274 Rdy. Nom.	" 270 "	" 260 "	" 260 "	" 260 "	" 265 "	Rs. 252, 1-25th Jan.	Rs. 260 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " do. ... F.G. ...	" 244 "	" 245.	.....	" 255 Rdy.	" 250 "	" 255 Rdy.	" 258 "	" 233 " "	" 260 "	" 260 "	" 260 "	" 260 "	" 265 "	" 242 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. G. " " " ... ... Fine ...	" 272 "	" 272 "	Rs. 288 Nom. Rdy.	" 290 Nom. Rdy	" 280 "	" 290 Nom. Rdy	" 280 "	" 285 "	" 280 "	" 280 "	" 280 "	" 280 "	" 280 "	Rs. 251 1-25th Jan.	Rs. 265, 25th Jan.	Rs. 269, 1-25th Jan.	Rs. 266, 1-25th Jan.	Rs. 273, 1-25th Jan.	Rs. 273, 1-25th Jan.	Rs. 291, 1-25th Jan.	Rs. 292, 1-25th Dec.	Rs. 307, 1-25th Dec.	Rs. 321, 1-25th Dec.	Rs. 302, 1-25th Dec.	Rs. 318, 25th Jan.
" " " Rajputana. Fine ...	" 272 "	" 272 "	" 265 Rdy.	" 265 Rdy.	" 265 "	" 265 "	" 265 "	" 265 "	" 265 "	" 265 "	" 265 "	" 265 "	" 265 "	" 241 "	" 258 "	" 259 "	" 254 "	" 262 "	" 262 "	" 280 "	" 279 "	" 294 "	" 308 "	" 289 "	" 305 "
" " " do. Fine ...	" 260 "	" 260 "	" 280 "	" 267 Rdy.	" 265 Rdy.	" 265 "	" 268 "	" 270 "	" 268 "	" 280 "	" 280 "	" 280 "	" 268 "	" 247 "	" 259 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scind-Punjab " ...	Rs. 270 "	" 268 "	" 268 "	.....	" 278 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... ... F.G. ...	" 268 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Khandeish ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 244, 25th Jan.	Rs. 249, 1-25th Jan.	Rs. 256, 1-25th Jan.	Rs. 267, 1-25th Jan.	Rs. 261, 1-25th Jan.	Rs. 271, 1-25th Jan.	Rs. 271, 1-25th Jan.	Rs. 290, 1-25th Jan.	Rs. 291, 1-25th Jan.	Rs. 306, 1-25th Dec.	Rs. 320, 1-25th Dec.	Rs. 301, 1-25th Dec.	Rs. 317, 25th Jan.
" " " ... ... F.G. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 234 "	" 239 "	" 245 "	" 257 "	" 252 "	" 260 "	" 260 "	" 279 "	" 278 "	" 293 "	" 308 "	" 288 "	" 304 "
Dhamangaum, Poolgaum ... ... Fine ...	Rs. 260 Rdy.	Rs. 265 Rdy.	Rs. 275 Rdy.	Rs. 270 Rdy.	Rs. 280 Rdy.	Rs. 280 Rdy.	Rs. 280 Rdy.	Rs. 285 Rdy.	.....	.....	.....	" 234 "	" 239 "	" 270 "	" 284 "	" 274 "	" 285 "	" 285 "	" 306 "	" 306 "	" 315 "	" 315 "	" 315, 25th Jan.	" 330, 25th Jan.
" " " ... ... F.G. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 234 "	" 254 "	" 269 "	" 274 "	" 269 "	" 285 "	" 285 "	" 306 "	" 306 "	" 315 "	" 315 "	" 315, 25th Jan.	" 330, 25th Jan.
Nagpur & Kamptee ... ... Fine ...	Rs. 286 "	Rs. 288 "	Rs. 298 Nom.	Rs. 288 "	Rs. 280 Rdy.	Rs. 296 Rdy.	Rs. 290 Rdy.	Rs. 289 Rdy.	.....	.....	.....	Rs. 280 Rdy.	" 279 "	" 286 "	" 302 "	" 274 "	" 300 "	" 300, 1-25th Jan.	" 302 "	" 302 "	" 317 "	" 327 "	" 319 "	" 326 "
" " " ... ... F.G. ...	Rs. 276 "	Rs. 278 "	Rs. 288 "	Rs. 288 "	Rs. 286 "	Rs. 300 Rdy.	Rs. 295 Rdy.	Rs. 298 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 286 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oomrawattees (descriptions) ... ... Fine ...	Rs. 283 "	Rs. 284 "	Rs. 305 "	Rs. 305 "	Rs. 295 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... ... F.G. ...	Rs. 283 "	Rs. 284 "	Rs. 290 "	Rs. 290 "	Rs. 290 "	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Akola, Khamgaum, Karanja (Fair staple) Fine	Rs. 283 "	Rs. 284 "	Rs. 290 "	Rs. 290 "	Rs. 295 "	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	Rs. 290 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... ... F.G. ...	Rs. 275 "	Rs. 274 "	Rs. 280 "	.....	Rs. 285 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oomra (Good Staple)... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... ... F.G. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1910—*contd.*

Week ending 8th July.	Week ending 15th July.	Week ending 22nd July.	Week ending 29th July.	Week ending 5th August.	Week ending 12th August.	Week ending 19th August.	Week ending 26th August.	Week ending 2nd September.	Week ending 9th September.	Week ending 16th September.	Week ending 23rd September.	Week ending 30th September.	Week ending 7th October.	Week ending 14th October.	Week ending 21st October.	Week ending 28th October.	Week ending 4th November.	Week ending 11th November.	Week ending 18th November.	Week ending 25th November.	Week ending 2nd December.	Week ending 9th December.	Week ending 16th December.	Week ending 23rd December.	Week ending 30th December.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
8 3/4d. 1s. 3 3/4d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d. to 1s. 4d.	1s. 4d. to 1s. 4 1/32d.	1s. 4d. to 1s. 4 1/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d. to 1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16 to 1s-4 3/32d.	1s. 4 3/32d.
8 31/32d.	1s. 3 31/32d.	1s. 8 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d to 1s. 4 1/8d.	1s. 4 1/16d. to 1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32 to 1s-4 1d.	1s. 4 1/2d.
4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 1d.	1s. 1d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
4 1/8d.	1s. 4 5/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 3/8d.	1s. 1 7/16d.	1s. 4 13/32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 17/32d	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 16/16d.
4 5/32d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 1 9/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 13/32d	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.
93/32 to 100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
132 12 0	132 8 0	131 4 0	131 4 0	131 0 0	132 12 0	131 0 0	133 0 0	133 4 0	133 4 0	133 8 0	134 0	134 4 0	134 8 0	137 8 0	139 8 0	139 4 0	138 0 0	138 8 0	138 4 0	137 4 0	137 0 0	136 0 0	135 12 0	136 0 0	136 8 0
177 12 0	177 8 0	175 8 0	175 8 0	174 12 0	178 0 0	177 12 0	178 0 0	178 12 0	178 12 0	179 0	179 12	180 0 0	182 4 0	185 8 0	187 12 0	188 4 0	187 12 0	187 0 0	187 0 0	185 8 0	184 12 0	183 12 0	183 4 0	183 8 0	183 12 0
151 0 0	151 0 0	151 0 0	151 4 0	151 0 0	151 0 0	150 12 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8	150 4 0	150 4 0	149 8 0	149 12 0	149 4 0	149 12 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	150 0 0	149 12 0
24 2 6	24 2 6	24 2 6	24 2 6	24 2 6	24 4 0	24 4 0	24 4 0	24 2 6	24 2 6	24 2 0	24 1	24 1 0	24 1 6	24 1 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	23 15 9
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0	15 0 0	15 3 6Shlds	15 3 6Shlds	15 3 6Shlds	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 2 6Shlds
68 10 0 Rdy.	68 10 0 Rdy.	68 5 0 Rdy.	62 3 0 Rdy.	62 12 0 Rdy.	62 1 0 Rdy.	62 0 0 Rdy.	61 8 0 Rdy.	61 12 0 Rdy.	62 7 0 Rdy.	62 9 0 Fwd.	62 11 0 Rdy.	63 14 0 Rdy.	63 6 0 Rdy.	64 14 0 Rdy.	65 2 0 Fwd.	66 4 0 Fwd.	65 15 0 Rdy.	65 14 0 Rdy.	65 6 0 Rdy.	64 9 0 Rdy.	64 14 0 Fwd.	64 2 0 Rdy.	64 7 0 Fwd.	64 12 0 Rdy.	64 8 0 Rdy.
68 10 0 Fwd.	68 11 0 Fwd.	68 6 0 Fwd.	62 2 0 Fwd.	61 14 0 Fwd.	62 3 0 Fwd.	62 4 0 Fwd.	61 11 0 Fwd.	62 2 0 Fwd.	62 9 0 Fwd.	62 11 0 Fwd.	63 14 0 Fwd.	63 9 0 Fwd.	64 14 0 Fwd.	65 15 0 Fwd.	66 14 0 Fwd.	65 11 0 Fwd.	65 15 0 Fwd.	65 10 0 Fwd.	64 14 0 Fwd.	64 2 0 Fwd.	64 13 0 Fwd.	64 3 0 Fwd.	64 5 0 Fwd.	63 11 0 Fwd.	63 5 0 Fwd.
r cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3½ per cent.	4 per cent.	¾ per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	6 per cent.	6½ per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7½ per cent.	7½ per cent.	8 per cent.
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95 14 0	Rs. 96 0 0	Rs. 96 6 0	Rs. 96 4 0	Rs. 96 6 0	Rs. 96 5 0	Rs. 95 14 0	Rs. 95 8 0	Rs. 95 3 0	Rs. 95 2 0	Rs. 94 12 0	Rs. 94 0	Rs. 94 0 0	Rs. 93 11 0	Rs. 93 15 0	Rs. 93 14 0	Rs. 94 2 0	Rs. 93 13 0	Rs. 93 10 0	Rs. 93 10 0	Rs. 93 11 0	Rs. 94 15 0	Rs. 94 13 0	Rs. 94 12 0	Rs. 95 2 0
81 0 0	,, 81 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 81 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0	,, 80 0 0 Nom.	,, 80 0 0 Nom.	,, 81 0 0 Nom.
000	,, 7,000	,, 50,000	*Nil*	,, 10,000	,, 87,000	,, 35,000	,, 3,000	,, 46,100	*Nil.*	*Nil.*	,, 25,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	,, 30,000	*Nil.*	Rs. 1,18,100	Rs. 5,000	Rs. 5,06,500	Rs. 2,63,000	*Nil.*	*Nil.*	*Nil.*	,, 5,000
00,000	,, 1,75,000	,, 10,000	Rs. 1,63,500	,, 10,25,000	,, 1,00,000	*Nil.*	,, 8,25,100	,, 1,60,000	*Nil.*	,, 10,000	*Nil.*	Rs. 1,00,000	Rs. 2,00,000	*Nil.*	*Nil.*	*Nil.*	Rs. 2,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	,, 2,00,000	,, 5,60,000
4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 6	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 1 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 2 0	Rs. 4 3 0	Rs. 4 4 0	Rs. 4 4 6
4 10 0	,, 4 10 0	,, 4 10 0	,, 4 10 0	,, 4 10 0	,, 4 10 0	,, 4 10 6	,, 4 11 6	,, 4 11 6	,, 4 12 0	,, 4 12 0	,, 4 13	,, 4 12 6	,, 4 13 6	,, 4 13 6	,, 4 14 0	,, 4 15 0	,, 4 15 0	,, 4 15 0	,, 4 15 0	,, 4 15 0	,, 4 15 0	,, 5 0 0	,, 5 0 0	,, 5 1 0	,, 5 1 6
11¼ to 12	As. 11¼ to 12	As. 11¼ to 12	As. 11¾	As. 11¼ to 12	As. 11¼ to 12	As. 11¾ to 12	As. 11¾ to 12	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 11½ to 12	As. 11½ to 12¼	As. 12 to 12½	As. 12½	As. 12½ to 12¾	As. 12½ to 12¾	As. 12¾ to 13	As. 13	As. 12¾ to 13	As. 13 to 13¼	As. 13¼ to 13½	As. 13¼ to 13½	As. 13 to 13¼
10½ to 11	,, 10½ to 11	,, 10½ to 11	10½ to 11	,, 10½ to 11	,, 10½ to 11	,, 10½ to 11	,, 10½ to 11	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½	11 to 11½	,, 11 to 12	,, 11 to 12	,, 11 to 11½	,, 11 to 11½	11 to 11½	,, 11 to 11½	,, 11½ to 12	,, 11½ to 12	,, 11½ to 12
Rs. 52 8 0	,, 52 8 0	Rs. 52 4 0	Rs. 52 0 0	Rs. 53 0 0	Rs. 53 0 0	Rs. 53 12 0	Rs. 53 10 0	Rs. 53 12 0	Rs. 53 4 0	Rs. 53 8 0	Rs. 52 12	Rs. 52 8 0	Rs. 53 0 0	Rs. 53 0 0	Rs. 54 4 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 10 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 54 10 0	Rs. 54 0 0	Rs. 54 0 0	Rs. 53 12 0	Rs. 53 12 0
,, 48 12 0	,, 48 12 0	,, 48 8 0	44 0 0	,, 44 0 0	,, 44 8 0	,, 45 0 0	,, 44 14 0	,, 45 0 0	,, 44 14 0	,, 44 14 0	,, 44 12	,, 44 4 0	,, 45 0 0	,, 45 0 0	,, 45 0 0	45 0 0	,, 45 0 0	,, 45 0 0	,, 45 0 0	,, 45 0 0	,, 45 0 0	,, 45 0 0	,, 44 14 0	,, 44 12 0	,, 44 12 0
30 8 0	,, 30 8 0	,, 29 8 0	29 8 0	,, 29 8 0	,, 29 8 0	,, 30 0 0	,, 30 0 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 31	,, 31 0 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0
30 8 0	,, 30 8 0	,, 29 8 0	29 8 0	,, 29 8 0	,, 29 8 0	,, 30 0 0	,, 30 0 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 31	,, 31 0 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0	,, 30 8 0
60 0 0	,, 60 0 0	,, 60 0 0	62 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0	,, 62 0 0
12 6 0	,, 12 6 0	,, 12 6 0	12 6 0	,, 12 6 0	,, 12 6 0	,, 12 6 0	,, 12 6 0	,, 12 6 0	,, 12 6 0	,, 12 2 0	,, 12 0	,, 11 8 0	,, 11 0 0	,, 11 0 0	,, 11 0 0	11 0 0	,, 11 0 0	,, 10 8 0	,, 10 8 0	,, 10 8 0	,, 10 8 0	,, 10 5 0	,, 10 5 0	10-3-0 to 10-4-0	9-16-0 to 10-0-0
11-8-0 to 11-8-0	,, 11-5-0 to 11-11-0	,, 11-4-0 to 11-9-0	,, 11-4-0 to 11-9-0	,, 11-4-0 to 11-9-0	,, 11-4-0 to 11-10-0	,, 11-4-0 to 11-10-0	,, 11-4-0 to 11-10-0	,, 11-4-0 to 11-10-0	,, 11-4-0 to 11-10-0	,, 11-4-0 to 11-10-0	,, 11-5-0 to 11-8-0	11-0-0 to 11-5-0	10-4-0to 10-8-0	,, 10-3-0 to 10-7-0	,, 10-2-0 to 10-6-0	,, 9-12-0 to 10-2-0	,, 9-8-0 to 9-14-0	,, 9-14-0 to 10-0-0	,, 9-14-0 to 10-0-0	,, 9-12-0 to 9-14-0	,, 9-12-0 to 9-14-0	,, 9-12-0 to 9-14-0	,, 9-12-0 to 9-14-0	,, 9-8-0 to 9-12-0	,, 9-6-0 to 9-8-0
13 0 0 Fwd.	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0	,, 13 0 0	,, 12 14 0	,, 12 14 0	,, 12 14 0	,, 12 14 0	,, 12 12 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0	,, 12 10 0
15 0 0 Fwd.	,, 15 0 0 Fwd.	,, 15 0 0 Fwd.	,, 15 0 0 Fwd.	,, 15 0 0 Fwd.	,, 15 0 0 Fwd.	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.	,, 14 12	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 8 0 Rdy.	,, 14 8 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	,, 14 12 0 Rdy.	44 12 0 Rdy.
12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 12 8 0 Rdy.	,, 18-8-0 Rdy.	,, 20-0-0 to 22-0-0	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.	,, 12 12 0 Rdy.
15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,
14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,,

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